



Transportation Improvement Board
March 27-28, 2008 – Ellensburg, Washington
Meeting Location: Ellensburg Quality Inn Conference Center
1700 Canyon Road
Columbia/Cascade Meeting Rooms
Ellensburg WA 98926
509-925-9800

March 27, 2008
WORK SESSION AGENDA

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1:30 pm	Operating Engineers' Regional Training Center Jim Agnew, Kittitas Training Center	
2:00 pm	Economic Outlook and its Impact on Transportation Don Meseck, ESD	
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4:00 pm	B R E A K	
4:15 pm	G. Sustainability Feedback & Proposed Program Criteria Changes Steve Gorcester	45
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Dinner (<i>on your own</i>)		



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March 28, 2008 – 9:00 AM
BOARD AGENDA

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7.	ADJOURNMENT	



Transportation Improvement Board Member Eligibility: Term Limits and Reappointments

BACKGROUND

RCW 47.26.121 mandates the term limits for the Transportation Improvement Board members. Appointees are nominated by WSAC for county members, AWC for city members, WSTA for transit members, and WPPA for port members. Private sector, non-motorized transportation, and special needs members are sought through classified ads in selected newspapers throughout the state. All members, with the exception of the Governor appointed representative, are appointed by the Secretary of Transportation.

Terms of all appointed members expires on June 30th of even-numbered years. Appointments typically consist of a four-year term; however, the initial term of an appointment may be for less than four years. For example, if a member could only serve two years, another appointment is made to complete the four-year term. No appointed member may serve more than two consecutive four-year terms.

STATUS

The following board members are term limited and no longer eligible to sit on the Board:

- Bill Ganley (appointed 1/3/00)
- Leo Bowman (appointed 11/30/98)

The following board members are eligible for reappointment:

- John Vodopich (appointed 9/10/07)
- Neil McClure (appointed 2/11/04)
- Steve Thomsen (appointed 9/10/04)
- Heidi Stamm (appointed 1/4/05)

ACTION

No action by the Board is required. Letters will be sent out to the appropriate associations asking for reappointment of eligible members.

**Transportation Improvement Board
January 25, 2008
Red Lion Hotel on Fifth Avenue
Seattle, Washington**

MINUTES

TIB BOARD MEMBERS PRESENT

Councilmember Jeanne Burbidge, Chair
Commissioner Greg Partch, Vice Chair
Todd Coleman
Kathleen Davis
Councilmember Bill Ganley
Secretary Paula Hammond
Mark Freiburger
Doreen Marchione
Councilmember Neil McClure

Dick McKinley
Dave Nelson
Heidi Stamm
Harold Taniguchi
Steve Thomsen
John Vodopich
Jay Weber
Ralph Wessels

TIB STAFF

Steve Gorcester
Rhonda Reinke
Greg Armstrong
Theresa Anderson
Eileen Bushman/recorder

TIB BOARD MEMBERS NOT PRESENT

Commissioner Leo Bowman*
Councilmember Calvin Goings*
Jill Satran

*Attended the Thursday work session meeting.

CALL TO ORDER

Chair Burbidge called the meeting to order at 9:05 AM.

GENERAL MATTERS

A. Approval of November 16, 2007 Minutes

MOTION: It was moved by Mr. McKinley with a second from Commissioner Partch to approve the minutes of the November 16, 2007 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles and letters in the board packet. He specifically noted the article about Kittitas street paving. This was a unique opportunity for TIB and Kittitas to partner with the Operating Engineers Union who will provide heavy operating equipment and labor to do paving on Kittitas streets, with TIB funds paying for materials.

LOCAL PRESENTATIONS

City of Seattle – Grace Crunican and Jim Young presented on funding and building a sustainable transportation system in Seattle. Ms. Crunican highlighted:

- The city's three components that provide local funding for transportation needs: 1) levies, 2) parking tax, and 3) employee tax. These three components total \$544 million over a nine-year period.
- Projects that received TIB funding totaling \$15.3 million (2005-2009) include:
 - Greenwood Avenue North
 - Fremont Circulation Improvements
 - Aurora Avenue N. Transit Improvements
 - East Marginal Way Overpass
 - 14th Avenue South
- Current funding challenges include Alaskan Way Viaduct and Seawall replacement and SR-520 Bridge Replacement IIOV
- Pedestrian and bike plans that are underway
- Master plan for transit services to help provide an alternative to car use

City of Shoreline – Kirk McKinley gave an overview of Shoreline’s Aurora Avenue Corridor, including the urban trail project that parallels this three-mile stretch of the corridor. Mr. McKinley spoke about:

- The design concept which includes underground utilities, synchronize signalization, improved transit stops, and BAT lanes
- Funding for the first mile (N 145th to N 165th) totaled \$28.1 million, of which TIB provided 20% (\$5.5 million)
- The second mile (N 165th to N 185th) should be ready to go to bid in April 2009
- TIB provided \$6 million toward this project
- Strong community support for this project
- Future funding needs for N 185th to N 205th include a \$40 million funding gap

NON-ACTION ITEMS

A. Chair’s Report

Chair Burbidge offered formal congratulations to Paula Hammond on her appointment to Secretary of Transportation.

B. Executive Director’s Report

Steve Gorcester reported on the following:

- *Legislative Update*
 - The bill reassigning Route Jurisdiction Transfer (RJT) responsibility to the Washington State Transportation Commission (WSTC) has been introduced and heard in both the House and Senate. At this point, it looks like it will pass. Currently, TIB has an RJT request from Benton County. TIB will begin processing this request, and if the RJT bill passes, TIB will transfer this request to WSTC.
 - Senator Haugen is considering a loan fund program for TIB. The program would be a hybrid loan/grant investment for some projects. This may not occur this year.
 - Steve has been requested to present the TIB Dashboard to the Senate Transportation Committee.
- *Red Towns* – A maintenance consultant has been hired to do treatment plans for two small cities that have the lowest pavement condition ratings or the “red towns.” Mattawa and Nespelcm will have work done this summer. The goal is to complete the work needed in all of the nine red towns within the next three to four years. Using the dashboard, Steve showed the board the small city street maintenance maps that determine, through color-coding, which streets are in the worst condition.
- *TIB Features*
 - The Washington State Transportation Commission featured TIB as a model for tracking results in stewardship in their annual report.
 - TIB dashboard was featured in the January 16 on-line issue of *Governing Magazine*.
- TIB staff will be meeting with city of Chehalis to determine the status on the Chambers Way project. This project was under water during the flooding and the city expressed concern about moving forward. Since the flood, this may not be the right scale for the project.
- There is an upcoming ribbon cutting on Feb. 7 for the city of Covington roundabout.

C. Financial Report

Theresa Anderson presented a visual report on the TIA and UATA accounts. She noted that \$30 million in grant payments were made in the 4th quarter of 2007. She showed a five-year account balance overview of the TIA account, noting that we have recovered from the 2006 lower account balances. The UATA five-year account balance overview showed a drop in 2005 with a consistent recovery to the present. The “TIB Trends – Outstanding Payments” slide depicted payments made on time indicating a downward trend, which keeps payments manageable. The “Remaining Obligation” slide showed slightly under \$380

million in remaining obligation since July 2006. Theresa noted that the target for this trend is \$380 million. She also mentioned that the last 1990 project will close out in the next two months.

D. Project Activity Report

Greg reported on the project activities of the last two months. There were 75 project actions, most generated from the new awards at the November meeting. He highlighted notable project actions, which included increases to North Bend (\$125,000), Ellensburg (\$122,030), and Kent (365,522). There were no significant surpluses during this two-month period. This reporting period reflects the pressure that most agencies are experiencing on increased costs. All of these activities resulted in a net increase in TIB obligations of \$817,904.

ACTION ITEMS

- A. City of Burlington: North Burlington Boulevard Increase Request** – The city of Burlington is requesting an increase of \$668,740 to complete North Burlington Boulevard, an important north-south corridor through Burlington and Mount Vernon. The North Burlington Boulevard project is ready to be advertised on January 31, 2008. The request is due to cost increase in design, purchasing of right of way, and construction costs of a roundabout. The initial project called for signalization, which has since been changed to a roundabout, adding about \$300,000. This design change was recommended during the VE study to remain consistent with WSDOT's roundabout at the freeway off ramp and to keep traffic flowing. The right of way was to be donated, but now must be purchased. However, the increase request does not include this right of way cost; it will be picked up by the city.

There were several questions on what the city could have done to scale back the project to help reduce the cost. The city did apply for other grants, one was not funded and the other is pending (Pedestrian Safety grant and Distressed County Public Facilities grant, respectively).

MOTION: It was moved by Mr. McKinley with a second from Councilmember Ganley to approve an increase of \$668,740 for North Burlington Boulevard, bringing the total TIB cost to \$2,609,229 in UAP funds. Motion carried with Ms. Stamm opposed.

- B. City of Royal City: Royal Avenue** – The city of Royal City is requesting a \$362,092 increase for Royal Avenue. The increase request comes from rising costs due to inflation, unexpected problems with soil conditions for a storm drainage system, and the discovery of an old waterline that would not survive construction and needs to be replaced. A possible location for a necessary retention pond was on the property of the U.S. Bureau of Reclamation (USBR). However, the USBR denied the city's request to build on the property. Commissioner Partch suggested that the city contact their Congressional representatives to help them work with the USBR.

MOTION: It was moved by Commissioner Partch with a second from Councilmember McClure to approve an increase of \$362,092 for Royal Avenue, bringing the total TIB cost to \$983,892 in SCAP funds. Motion carried unanimously.

FUTURE MEETINGS

The next meeting is scheduled for March 27-28 in Ellensburg. Meeting notices will be sent out on March 7, 2008.

ADJOURNMENT

The meeting adjourned at 10:40 AM.



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Construction

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February 20, 2008

Paula Hammond gets OSU award

By JOURNAL STAFF

OLYMPIA — Paula Hammond, secretary of the Washington State Department of Transportation, has been selected by the Oregon State University's College of Engineering for membership in the school's Academy of Distinguished Engineers.

She also won the "Oregon Stater Award," which recognizes outstanding alumni for their career contributions to the engineering profession and to OSU. Hammond is one of 36 engineering graduates of OSU being honored and one of 16 being inducted into the academy.

Hammond was sworn in as the secretary of transportation in November 2007 and is the first woman to serve in that capacity in Washington.

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Article published Feb 7, 2008

Port Angeles gets \$175,000 sidewalk grant

By Brian Gawley, Peninsula Daily News

PORT ANGELES — The city has received a \$175,000 state grant to build sidewalks along school walking routes, the City Council was told at its Tuesday night meeting.

The sidewalks will be built on the west side of E Street and north side of 16th Street near Stevens Middle School.

The grant requires \$85,000 in matching funds from the city and \$50,000 from the Port Angeles School District, said City Public Works Director Glenn Cutler.

The school district's \$50,000 helped ensure the city was one of only two in western Washington to receive one of the Transportation Improvement Board grants, he said.

Cutler said the school district will appoint a staff member to revise the city's school walking routes to fit the district's realignment, which was accomplished this school year.

Reporter Brian Gawley can be reached at 360-417-3532 or brian.gawley@peninsuladailynews.com.

January 26, 2008

Building Costs Deal Blow to Local Budgets

By **WILLIAM YARDLEY**

SEATTLE — State and local governments in many parts of the country are struggling to pay for roads, bridges and other building projects because of rising construction costs, adding another burden to budgets already stressed by the troubled housing market.

The problems have come as many governments pursue ambitious projects to improve roads and airports, build schools and upgrade long-neglected water and sewer systems. Many of the projects were conceived when money from property, sales and income taxes was steady and interest rates low, but officials say the ground has shifted beneath their feet.

“Everybody’s scared,” said Uche Udemezue, director of engineering and transportation for San Leandro, Calif., which will soon put out a request for construction bids on a retiree center and a parking garage. “You don’t know what you’re going to find when you go out to bid.”

Costs have jumped for projects as varied as levee construction in New Orleans, Everglades restoration in Florida and huge sewer system upgrades in Atlanta. The reconstruction of the Interstate 35W bridge in Minneapolis, a \$234 million project, has been fast-tracked for completion by December, and state officials say it is too soon to know whether it will come in on budget.

The impact has been felt in different regions at different times, and not every project has been high-profile. In Oregon, high costs have forced the State Department of Transportation to slow the rate at which it upgrades roads and bridges. In Seattle, school building projects were put on a fast track this fall because of fears of cost overruns.

“We escalated our project schedule to get ahead,” said Fred Stephens, director of facilities and construction for Seattle Public Schools.

Nationwide, increasing costs first became a problem for some projects more than two years ago, and in some regions the rate of increase has dropped in the past year. But some regions are tighter than ever, and the pressure from the high costs can be more acute in the context of general revenue declines.

The list of culprits for the increases often depends on the rate of growth and construction in a particular region, with labor costs playing a role along with the rising prices of materials like steel and concrete, and asphalt, fuel and other petroleum-based products.

Experts say high costs are linked to competition from a global development boom, particularly in China and India; the housing boom in the United States; and the rush to rebuild after Hurricane Katrina in 2005 and other recent hurricanes that struck Florida and the Southeast. In the Northwest, public projects have competed with downtown construction surges in Seattle and Portland. Just across the Canadian border,

hotels and highways are being built to prepare for the 2010 Winter Olympics in Vancouver.

The costs have added to what has become an increasingly bleak economic forecast for many states and local governments. At least 25 states expect to have budget deficits in 2009, according to the Center on Budget and Policy Priorities, which estimates the combined budget shortfall for 17 of the states at \$31 billion or more. Many cities, too, see difficult times ahead as revenues wane and costs increase for wages, pensions and health care.

"We're talking about all levels of government being in some revenue constraints at a time when the service costs aren't going down," said Chris Hoene, the director of policy and research for the National League of Cities.

In some places, the news is not all bad. Recent declines in residential construction are beginning to force contractors to be more competitive when they bid for government work. Yet some government officials see that as a dubious silver lining.

In Oregon, low bids for recent bridge projects came in at \$18 million, about 10 percent below what the state had projected. That was unimaginable a year ago, but the relief is relative, said Tom Lauer, the major projects manager for the Transportation Department.

"We've been getting hit so hard that we've been pumping them up the last couple of years," Mr. Lauer said of the state's internal cost projections.

"I didn't get a price break," he said of the recent bid. "I may just have more predictable pricing. I still can't afford to do other stuff."

In Newcastle, a growing Seattle suburb, the situation is emblematic of the struggles confronting towns and school districts across the country. Two main goals prompted the improvements now under way on a main thoroughfare, Coal Creek Parkway. Widening a bottleneck on the road would help relieve congestion on nearby Interstate 405. And doing it with style — using steel on a bridge to evoke an old train trestle and installing landscaped medians between lanes — would send the signal that Newcastle is ready to do business.

Then the bids came back. "Slack-jawed," said John Starbard, the city manager, when asked his reaction to the bids.

Mr. Starbard said even the project's engineering consultant, CH2M Hill, was stunned when what they believed was a very conservative \$38 million estimate in March 2007 was met with a low bid of more than \$44 million for a mile's worth of road and bridge improvements.

But waiting to build was not an option. The city had already received help from Senator Patty Murray, Democrat of Washington, and state lawmakers, as well as the State Transportation Improvement Board. It went back to the board and received \$2 million more.

"It was a shared sticker shock, but they had seen this with other projects so they were not as surprised," Mr. Starbard said of the board.

In Newton, Mass., a Boston suburb with a population of more than 80,000, the estimate for the new Newton North High School was \$104 million in 2004. Four years later, the foundation is about to be poured and the estimate is now at least \$186 million, said Jeremy Solomon, a city spokesman. Mr. Solomon said about \$25 million of the increase involved changes to the original plan, for asbestos abatement, adjustments to the heating and air-conditioning system and other factors. Otherwise, he said, the increase resulted from rising building costs.

"We kind of got caught in a period where construction costs grew rapidly," said Mr. Solomon, citing steel and fuel costs, among others.

The need for public improvements only grows greater. Costs are rising even as engineers across the country say infrastructure is rapidly decaying.

In San Leandro, a city of 78,000 in the San Francisco Bay Area, Mr. Udemczue said the city could not afford to delay work on the parking garage and retiree center.

"We can't wait," he said, "because we don't know if the prices are going to come down or go up."

In the grading guide known as the Pavement Condition Index, zero is not far from a dirt strip and 100 is a fresh new roadway. When Mr. Udemczue began working for San Leandro 16 years ago, the average road ranking in the city was nearly 70. Now it is closer to 60, despite what Mr. Udemczue said were the city's efforts to keep up maintenance.

Years ago, there was more money in the city's general revenue stream that could be diverted to help with basic maintenance, which Mr. Udemczue said required about \$5 million a year.

That general revenue now goes to other needs, like public safety, and the roads go wanting, with flat revenue from gas taxes and other declines leaving about \$1.2 million to maintain roads each year. The \$13 million retiree center and the \$8 million parking garage have been affected, too, with the city dropping plans to build commercial space beneath the garage and reducing the space for social programs in the center.

Mr. Udemczue and others say they have heard that things may be stabilizing, but they cannot be sure.

Even in places where the rise of costs has slowed, said Ken Simonson, chief economist with the Associated General Contractors of America, "it's dormant at best."

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PRINTER-FRIENDLY FORMAT

Tacoma, WA - Monday, February 25, 2008

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Federal funds for roads fading fast

State, counties, cities all share concerns about transportation infrastructure

LES BLUMENTHAL; lblumenthal@mcclatchydc.com

Last updated: February 24th, 2008 01:22 AM (PST)

WASHINGTON ~ The federal Highway Trust Fund is expected to run out of money next year, and transportation officials across Washington state, already feeling the squeeze from deteriorating roads, highways and bridges, are scrambling to deal with the possible fallout.

State highway officials expect to see federal funding drop between \$70 million and \$90 million per year – about 11 percent from current levels – unless Congress and the Bush administration act quickly to reverse the shortfall.

County and city officials say they also could lose millions of dollars in federal funding. That money will be hard to replace as demands for other services compete for shrinking local tax dollars.

“It’s terrible, terrible news for Tacoma, and terrible news for any city,” said Tacoma Mayor Bill Baarsma. “Our resources are extremely limited, and we are squeezing every dollar.”

“It could definitely impact us,” added Toby Rickman, Pierce County’s deputy public works director. “I wouldn’t say we are panicked, but we have some concerns.”

The bulk of funding for the federal Highway Trust Fund comes from the 18.4 cents-per-gallon federal gasoline tax. But revenues from the tax have flattened out, likely because people are driving less due to the price of gas and because cars have become more fuel efficient in the 14 years since the federal gas tax was last increased.

White House budget officials said the Highway Trust Fund will have a roughly \$3 billion surplus in the current fiscal year. But by the end of fiscal 2009 it will be running a \$3.9 billion deficit.

“There are challenges,” said Christin Baker, a spokeswoman for the federal Office of Management and Budget, which writes the president’s annual budget proposal. “We can’t spend what we don’t have.”

When Congress proposed raising the federal gasoline tax by 4 cents per gallon several years ago, President Bush threatened a veto and urged lawmakers to curb spending.

In its latest budget proposal, the administration suggested as a temporary solution that money from the federal mass transit trust fund account, which is running a surplus, be transferred to the highway account to cover the anticipated shortage.

“We need the administration to do more than just move money around,” said Sen. Patty Murray, D-Wash., who as chairwoman of the Senate transportation appropriations subcommittee tracks federal highway and transit funding closely. Murray said the administration also wants to cut \$1.8 billion from the highway spending plan Congress authorized.

“I’ve been raising a red flag about this for over a year,” Murray said, adding that increasing the federal gasoline tax remains an option “but relying on it alone might not be enough.”

WARNING AGAINST TAX INCREASE

The current five-year highway bill expires next year, and Congress will have to come up with a new plan.

“The last highway bill took several years to do because no one wanted to deal with these issues,” Murray said.

Administration officials insist Congress must rein in highway spending. They caution that an increase in the federal gas tax

could be counterproductive because people would drive even less or buy even more fuel-efficient cars if gasoline prices go higher.

"Congress needs to prioritize spending and get it under control," said Baker. "We want to work with Congress to get the trust fund on a more sustainable path."

But even as lawmakers and the administration duel over what to do on the federal level, Washington state's gasoline tax has been raised twice in recent years – a nickel a gallon increase in 2003 and a 9.5 cents per gallon increase phased in over four years starting in 2005.

Even so, the state's transportation system has pressing demands – and not just a new Alaskan Way viaduct in Seattle or a new floating bridge across Lake Washington. Every city and county has needs, and increased costs for such materials as steel and asphalt are only making the federal funding pinch tougher to handle. Washington voters rejected an \$18 billion roads-and-transit proposal last November.

"It's on the minds of all of us," Kathleen Davis, director of highways and local programs for the Washington state Department of Transportation, said of the shrinking federal Highway Trust Fund. "We are keeping our fingers crossed."

LOCALS WORRY ABOUT CUTS

In Pierce County, Rickman said his biggest concern involves the 140 bridges that need replacing or maintenance. The county is replacing one or two bridges a year, and concern has only grown since the collapse of an interstate bridge in Minneapolis last year.

"Ninety percent of our funds for replacing bridges come from the federal government," he said.

In Tacoma, Mayor Baarsma said the city already has an infrastructure that is crumbling – including roads, streets, sidewalks, sewer lines and water lines – and it could take more than \$1 billion to fix the problems. Among other things, he said, heavily used roads near the Port of Tacoma resemble those in the Third World. The city is also suffering a "plague" of potholes.

"Construction costs are as high as they have ever been," said Mark Kushner, transportation director of the Benton-Franklin Council of Governments in Eastern Washington. "You can't defer maintenance. It's like not fixing the roof on your house, and then it rains."

LOOKING AT ALTERNATIVE FUNDING

Washington state updates its 16-year highway construction plan annually and has already taken into account the threat of shrinking federal support. Federal funds make up about one-fifth of the funding for the state's current highway construction program.

"There will be less money for projects," said Rick Judd, federal aid planning manager for the state Transportation Department said. "Eleven percent is a noticeable decrease."

Some jurisdictions have begun looking at alternate sources of highway and road funding, such as tolls or private partnerships. But local officials are not sure such alternatives would work.

"We have looked at tolls, and we are not sure they would generate enough money in a community our size," said Kushner.

Murray, meanwhile, said the problem of crumbling roads, highways and bridges cannot be ignored and the solution needs to be more than just a patch. She said state and local governments need certainty about federal funding.

"These types of projects can't just be turned off and on like a light switch," she said. "You can't stop building a bridge when it is half done. These are multiyear projects. If we don't start rebuilding our infrastructure, it will have a huge economic toll."

Les Blumenthal: 202-383-0008

Originally published: February 24th, 2008 01:22 AM (PST)

Grant spells relief for skewed intersection

By Jacinda Howard

Feb 26 2008

By JACINDA HOWARD, The Mirror

A recently acquired \$4.35 million grant will allow the city to complete \$8 million worth of construction at South 356th Street and Pacific Highway South.

The city has made straightening the northeast jaunt at this location a top transportation goal. The improvements are included in its six-year Transportation Improvement Plan, a wish list of the city's most-needed traffic projects.

"The intersection is skewed, therefore, the city always wanted to realign that intersection," street systems manager Marwan Salloum said.

Until now, the city did not have enough funds to complete the construction. It applied for the grant in August 2007, received notice of the award from the State Transportation Improvement Board in November 2007, and accepted the grant and approved the undertaking in mid-February.

The project will straighten the roadway so that drivers are not maneuvering the long northeast curve as they proceed through the intersection. It will also allow more vehicles to pass through the crossroads during busy times of the day and night.

"During our peak traffic times, it's not putting as many people through as it should," street systems project engineer John Mulkey said.

Sidewalks and a planter strips near the intersection will also be included, he said.

The city wished to begin the improvements this year and thus applied for a similar grant in 2006, Salloum said. But the grant application and approval process are competitive; the city did not score high enough, based on a point system, to earn the TIB funding for 2007.

"If you don't score well, you don't get the money," Mulkey said. "They are not just going to award it willy-nilly to anybody."

The city applied for the grant once again in 2007. This time it received the highest score in its category, Urban Corridor Program. The grant was the third largest awarded in the state. Shoreline received \$6 million toward a project costing slightly more than \$22.3 million, and Pierce



Map courtesy of the city of Federal Way

A map showing the improvements for the South 356th Street/Pacific Highway South intersection in Federal Way.

County received \$5 million toward a project totaling a little more than \$10 million, according to the Transportation Improvement Board Web site, www.tib.wa.gov/default.asp.

Federal Way was able to score higher this time around, in part because the city had more private funds to contribute toward the project, Salloum said. Federal Way will contribute approximately \$2.3 million in general and utility tax funds, he said. The remaining \$1.4 million will come from money the city has collected from developers, to be used for traffic mitigations near South 356th Street.

"The reason we scored high is we have a lot of private money into the project," Salloum said.

The construction is part of a larger four-phase project to widen South 356th Street to five lanes from State Route 161 to 21st Avenue Southwest, according to a city press release. The grant will be applied to the second phase of that larger project. Construction is slated to begin in March 2009 and finish five to six months later, Salloum said.

"It's a typical intersection improvement project — it's driven by the need," Mulkey said.

Contact Jacinda Howard: jhoward@fedwaymirror.com or (253) 925-5565.



Related News

[Government seeks to improve rural road safety](#)

KVOA.com - Mar 1, 2008

[Full coverage »](#)

DOT Targets Rural Road Safety

By KEN THOMAS – 2 days ago

WASHINGTON (AP) — The Bush administration hopes to improve road safety in the nation's rural areas, which account for a disproportionate share of highway deaths.

Transportation Department officials said Friday that they would increase their focus on reducing fatalities and injuries along country roads while seeking to boost seat belt use, reduce drunken driving and improve road conditions in rural America.

Only about a quarter of the nation's population lives in rural areas, federal officials said, but they comprise a larger share of the highway safety problem. Rural areas tend to have lower seat belt use, a larger share of drunken driving deaths and more deaths where speeding was involved.

In 2006, 23,339 people were killed in rural automobile crashes, accounting for 55 percent of the nation's highway deaths.

"Rural areas face a number of unique challenges. The roads in many respects are more unforgiving," said Admiral Thomas Barrett, the Transportation Department's deputy secretary.

The department said it would work with states to help rural areas tap about \$287 million to improve road conditions, help increase seat belt use, improve training for emergency responders and pursue other initiatives.

"State transportation officials have set a goal of reducing highway fatalities by half over the next two decades," said Pete Rahn, president of the American Association of State Highway and Transportation Officials. "Improving rural highway safety is critical to saving those lives."

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DAILY RECORD

Seriously Local

Tuesday, March 4, 2008 9:16 PM
US/Western

Cities face challenge of repairing heavy winter road damage

By MARY SWIFT
staff writer

UPPER COUNTY — Jim Leonhard, public works director for the city of Cle Elum, wouldn't mind seeing the snow stop and the spring thaw get finished.

Nor would Stanley Georgeson, his counterpart in Roslyn.

An unusual winter has taken more than the normal toll on roads in the Upper County, both men say.

"Frost heave," a term used to describe what happens when soil expands and contracts due to freezing and thawing, lifts the pavement causing cracks and other damage.

"What it looks like is gopher mounds in your road," Leonhard says. "It just lifts the asphalt."

In some cases, Georgeson says, problems with freezing and thawing cause the road surface to fall beneath the castings and manholes in the street posing the potential for damaging them when streets are plowed. In other instances, the road surface rises above those castings and manholes.

An inconvenience to drivers, the damage to roads this year is so pronounced it may well be a financial nightmare for local cities trying to figure out how to pay for the costs of repairs.

"It's definitely going to be a budget issue," Leonhard says.

"The roads took a hard hit this year. The frost heave just destroyed 25 percent of our streets."

Georgeson echoes Leonhard's evaluation.

"We took a real beating this winter on the roads," he says. "The frost heave picks the pavement up and it doesn't come up even and it splits it and damages it.

"What really happened was the ground didn't have a chance to freeze before it was insulated with snow. So the ground never had a chance to set up. It was just a bad year."

And, threatening to get worse at least in terms of budgets.

And, threatening to get worse at least in terms of budgets.

Leonhard says he has a budget for \$200,000 for those kinds of street repairs.

"That's not going to touch it," he says. "Usually we spend \$100,000 to \$150,000 just on road maintenance and repairs. I don't think a million would fix the damage this year. If money were no object, there wouldn't be a problem."

Georgeson says the budget is already facing problems. Streets don't have a source of income.

There's the chance the city might be able to get some grant money through the State Transportation Improvement Board. But with the economy in the situation it is grant money is a question. Plus, he says, the way the cycle works even if the city applies for help this year it won't see the money until next.

"It's going to be a lean year to get through until, hopefully, we can qualify for money next year," he says.

His message to the public: "Just bear with us. Because of the amount of damage to almost every road there's just so much we can do."

As happens each spring as the ground thaws, seasonal weight restrictions are up in Upper County cities.

"Typically every year about this time we do post weight restrictions with a 25,000-pound maximum," Leonhard says. "The exceptions are we don't restrict garbage trucks or fuel trucks."

And those restrictions serve a real purpose, he says.

"Generally, traffic on a soft road surface will cause 'alligatoring,'" he says. "If you look at the road it should be a solid piece of asphalt. With alligatoring, it will crack into little pieces from the size of a dime to the size of a dollar piece. The asphalt is still lying there. It's not potholed. It's just totally cracked up into little chunks that are going to come up."

Leonhard says that aside from a budget miracle that delivers road repair money the cities don't currently have, "the best we can hope for as far as road conditions is that the ground continues to thaw and we don't get a lot of rain this spring, because rain will just compound the problem."

Published March 06, 2008

Crews find century-old graves near Tumwater road

Keri Brenner

On the outskirts of Pioneer Cemetery, where some of the earliest Washington settlers are buried, a century-old secret has been uncovered.

Archaeological experts hired to do a preconstruction historical survey on a city highway-widening project found 16 unmarked graves just outside the cemetery boundary along Littlerock Road.

Experts estimate the graves to be more than 100 years old, city officials said.

"There were no records, and we have no way of knowing who they were," said Jim Shoopman, Tumwater's design and construction manager. "You can tell where the shafts were dug, and we found nails from wooden boxes (caskets), but the wood was gone."

Shoopman said workers gathered enough evidence to prove the graves existed, but decided to stop short of digging up each one to search for other artifacts. Any human remains would be long gone, they said.

He said Pioneer Cemetery is one of the oldest in the state.

"The first pioneers are buried there, including George Washington Bush."

According to city historical information, Bush was a member of the 1845 settlement party in Tumwater and died in 1863. Although the cemetery was not formally dedicated until 1867, records show that burials occurred there as early as 1853.

Shoopman said the archeologists, who work for a company affiliated with Eastern Washington University in Cheney, marked corners of the graves with wooden pegs, and then covered the sites with dirt. After refilling the graves Friday, the archeologists tied 16 red ribbons on the outside wall of mesh fence that had marked the cemetery boundary, and left the decision of what to do with the graves to the city.

Re-aligning the road

Shoopman said Tumwater likely will decide to realign the road project around the graves to keep them intact. The graves are in the right of way of where the road was to be expanded.

"We think it's best just to leave them alone," Shoopman said. "Somebody, someday, may know more than what we know now — there's a lot of people around who have ancestors there."

The city is expected to begin the \$10 million Littlerock Road corridor project this summer. The preconstruction historical and archeological survey was mandatory because some of the funds will come from the state Department of Transportation, Shoopman said.

The project includes widening Littlerock Road for about a mile and a half from the southern city limits up to Costco. Crews will install four roundabouts to replace intersection signals and will build a center median, a planter strip and sidewalks.

Shoopman said a report on the findings will be filed with the state Department of Archeological and Historical Preservation.

Keri Brenner covers Tumwater and Thurston County for The Olympian. She can be reached at 360-754-5435 or kbrenner@theolympian.com.



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Global Warming to Affect Transport

By RANDOLPH E. SCHMID – 5 hours ago

WASHINGTON (AP) — Flooded roads and subways, deformed railroad tracks and weakened bridges may be the wave of the future with continuing global warming, a new study says.

Climate change will affect every type of transportation through rising sea levels, increased rainfall and surges from more intense storms, the National Research Council said in a report released Tuesday.

Complicating matters, people continue to move into coastal areas, creating the need for more roads and services in the most vulnerable regions, the report noted.

"The time has come for transportation professionals to acknowledge and confront the challenges posed by climate change and to incorporate the most current scientific knowledge into the planning of transportation systems," said Henry Schwartz Jr., past president and chairman of the engineering firm Sverdrup/Jacobs Civil Inc., and chairman of the committee that wrote the report.

The report cites five major areas of growing threat:

— More heat waves, requiring load limits at hot-weather or high-altitude airports and causing thermal expansion of bridge joints and rail track deformities.

— Rising sea levels and storm surges flooding coastal roadways, forcing evacuations, inundating airports and rail lines, flooding tunnels and eroding bridge bases.

— More rainstorms, delaying air and ground traffic, flooding tunnels and railways, and eroding road, bridge and pipeline supports.

— More frequent strong hurricanes, disrupting air and shipping service, blowing debris onto roads and damaging buildings.

— Rising arctic temperatures thawing permafrost, resulting in road, railway and airport runway subsidence and potential pipeline failures.

The nation's transportation system was built for local conditions based on historical weather data, but those data may no longer be reliable in the face of new weather extremes, the report warns.

The committee said proper preparation will be expensive and called on federal, state and local governments to increase consideration of climate change in transportation planning and construction.

The report notes, for example, that drier conditions are likely in the watersheds supplying the St. Lawrence Seaway and the Great Lakes. The resulting lower water levels would reduce vessel shipping capacity, seriously impairing freight movements in the region, such as occurred during the drought of 1988.

Meanwhile, California heat waves are likely to increase wildfires that can destroy transportation infrastructure.

The outlook isn't all bad, however.

The report says marine transportation could benefit from more open seas in the Arctic, creating new and shorter shipping routes and reducing transport time and costs.

The report was prepared by the Transportation Research Board and the Division on Earth and Life Studies of the National Research Council. The groups are part of the National Academy of Sciences, an independent agency chartered by Congress to advise the government on scientific matters.

Sponsors of the study were the Transportation Research Board, the National Cooperative Highway Research Program, the Transportation Department, the Transit Cooperative Research Program, the Environmental Protection Agency and the Army Corps of Engineers.

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Article published Mar 18, 2008

State official says car-tab increase not mandatory for grant funding

By [Travis Hay](#)
World staff writer

WENATCHEE — A state official squashed a rumor linking a city's decision on increasing vehicle tab costs to whether the state decides to grant money for road improvement projects. "There is nothing in the grant eligibility that states a city or county must increase licensing fees (to be considered for a grant)," said Steve Gorcester, director of the state Transportation Improvement Board, a group that deals with transportation projects. "We wouldn't do that unless mandated by the state Legislature. It makes me a little nervous that people are thinking that if a city doesn't increase licensing costs, then we won't give them money."

The cities of Wenatchee and East Wenatchee have both been considering increasing car tabs by \$20, the maximum allowable by law without taking the issue to a public vote. The talk of a possible increase in Wenatchee has caused East Wenatchee to consider an increase, although the issue has not come before the City Council there.

Gorcester said he has heard of suggested legislation that denies funding for transportation projects if a city doesn't show it has done everything in its power to generate its own source of funding, but that legislation never passed into law.

A grant application's rating is partly dependent upon whether a city can provide matching funding. One way to do so is to use the ability to increase vehicle tab costs, Gorcester said. He added that a city that had the maximum amount of matching grant funds would likely be looked upon more favorably than a city that does not, but increasing licensing fees is not required to get approval for a grant.

"It certainly would help if there were matching funds and that (increasing vehicle tabs) is one way to get more funding. But (the state) won't outright deny them if that isn't done," he said. According to the Wenatchee Valley Transportation Council, Wenatchee would generate \$635,700 annually from the increase, while East Wenatchee would raise \$220,000.

The money gained from the increase would go specifically toward transportation projects dealing with urban congestion, such as the installation of new traffic lights. The projects would be prioritized by the respective city councils. The Transportation Improvement Board does not handle funding for projects dealing with urban congestion, Wenatchee Mayor Dennis Johnson said Tuesday morning.

Last year the state gave cities and counties the power to increase vehicle licensing fees by up to \$20 without a public vote by establishing an ordinance. In order to collect the funds, the city would have to create a Transportation Benefit District. Collecting the money for those specific projects would be the sole duty of the district.

Ashley Probort, municipalities analyst for the Association of Washington Cities, said when the funds are raised the district would dissolve.

He added the district would be up for public review annually to ensure it is on track to

complete the projects. If the district is not on track to finish the projects as planned, another increase in licensing fees would not be allowed. Instead, the plans would be adjusted to fit the available revenue.

"These aren't just funds that are being given to a jurisdiction's bank account. There is an accountability component to take into consideration," he said.

News that funding does not hinge on a hike in vehicle tabs didn't cause Wenatchee City Councilman Craig Larsen to change his opinion on the issue if it were to come to a vote.

"I don't think it will have much impact on how we vote because the basic principle is the same," he said Monday afternoon. "If we do this it can impact our chances for future grant funding favorably."

Johnson, who has supported an increase in vehicle tabs, said he is still looking favorably on the proposal.

"This is a tool that has been provided to us by the state. We need to take a good, solid look at it to see if it will fit our needs. If it fits our needs, then I am in support of it," Johnson said.

"Right now that's what we're doing as a city. We're taking a good, solid look at this."

Although the East Wenatchee City Council has yet to discuss a possible tab increase, Steve Lacy, the city's mayor, posted a commentary about the issue on his blog,

www.cityofeastwenatchee.blogspot.com. In the post, which was removed Monday afternoon, Lacy came out strongly in support of a possible increase, giving the possible denial of TIB funds as his reasoning for doing so.

"In short, if the City does not impose a \$20 fee on car tabs, the City will not receive future TIB funding. So in reality, the state has told cities that imposing \$20 car tab fees is not voluntary," part of the post reads.

The post continues: "As Mayor, I support the choice of imposing the \$20 fee on car tabs. I recognize this is an unpopular choice, but I would rather continue to take advantage of TIB funds to pay for improvements (of) the City's streets, rather than lose access."

Along with the removal of the blog post, a poll asking readers whether they would support an increase was also taken off the Web site. A large majority of those who participated in the poll were in opposition to the increase. Lacy did not immediately return a call seeking comment.

Travis Hay: 665-1169
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January 28, 2008

Jeanne Burbidge, Chair
Transportation Improvement Board
P.O. Box 40901
Olympia, WA 98504-0901


Dear Councilmember Burbidge,

Thank you for providing the opportunity for our Burlington team to tell your Board about our North Burlington Boulevard Improvement project. We are very enthusiastic about this project and we believe that, in conjunction with other significant adjacent infrastructure investments (SR-11/I-5 Interchange; SR-20 Improvement Project; Skagit Transit Park and Ride, Burlington-Edison High School Expansion) this area of our City will become a thriving, mixed use neighborhood, providing regional services and amenities that will enhance quality of life for our students, residents, guests, employers and workers for decades. We appreciated the engaged questioning from Board members during our presentation, and we hope our enthusiasm was apparent. And of course, we sincerely appreciate the Board's approval of our request for additional funding.

Please extend my personal invitation for you or any Board member to visit our City any time. We can take a look at how construction is proceeding, and we can also take you on a tour of our new City Hall and City Campus. Contact me any time at edward@ci.burlington.wa.us.

We promise you, you are making an excellent investment. We will put that money to work and it will be money well spent. I want to emphasize in closing, that the Board's support of additional funding is a very big deal for us. We cannot say enough, how very much we appreciate the Board's support of this wonderful project. On behalf of all of our citizens, thank you!

Sincerely,


Edward J. Brunz
Mayor

C: Steve Gorcester



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2008 to 02/29/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-934(004)-1	BINGEN	Maple Street	Construction	CN	457,061	0	Director
6-P-801(005)-1	CARNATION	Stossel Avenue	Design	DE	102,000	0	Director
6-E-847(004)-1	CASHMERE	Division Street	Design	DE	59,384	0	Director
6-E-986(005)-1	COLFAX	Mill Street	Bid Award	BA	663,900	71,900	Director
6-E-908(001)-1	COLTON	Steeple Street	Design	DE	25,000	0	Director
6-E-902(002)-1	COLVILLE	Truck Route	Audit	CC FV AD	12,920	1,593	Director
6-W-191(005)-1	COSMOPOLIS	Downtown Corridor Improvement Phase 2	Construction	CN	127,977	117,052	Director
6-E-894(008)-1	DEER PARK	West H Street	Design	DE	50,844	0	Director
6-P-819(001)-1	GOLD BAR	May Creek Bridge / 1st Street	Audit	CC FV AD	123,493	5,563	Director
6-W-953(006)-1	KALAMA	Fir Street	Audit	CC FV AD	551,950	0	Director
6-E-913(001)-1	LAMONT	Eighth/Spokane/Fourth Streets	Construction	CN	486,500	0	Director
6-E-850(007)-1	LEAVENWORTH	9th Street	Bid Award	BA	625,000	125,000	Director
6-E-850(008)-1	LEAVENWORTH	Commercial Street	Bid Award	BA	391,948	114,860	Director
6-E-892(002)-1	NEWPORT	Callispel Avenue	Audit	CC FV AD	436,209	0	Director
6-P-804(006)-1	NORTH BEND	Bendigo Boulevard (SR 202)	Construction	CN	406,291	0	Director
6-E-881(004)-1	OKANOGAN	Salmon Creek-Mill Street Bridge	Audit	FV AD	11,538	0	Director
6-E-882(005)-1	OROVILLE	Apple Way	Audit	CC FV AD	86,888	6,888	Director
6-E-929(003)-1	POMEROY	Columbia Street	Audit	CC FV AD	602,985	53,024	Director
6-E-933(001)-1	SOUTH CLE ELUM	South Cle Elum Way	Contract Completion	CC	81,091	1,091	Director
6-E-854(002)-1	WATERVILLE	Monroe Street	Construction	CN	471,625	0	Director
6-W-954(003)-1	WOODLAND	Schurman Way	Design	DE	25,424	0	Director
Total SCAP Change					496,971		
SCPP Program							
2-E-907(001)-1	ALBION	FY 2009 Seal Coat Project	Construction	DE CN	8,184	0	Director
2-P-800(001)-1	BLACK DIAMOND	FY 2009 Overlay Project	Construction	DE CN	102,460	0	Director
2-E-876(001)-1	BREWSTER	2008 WSDOT North Central Region Chip Seal	Bid Award	BA	56,500	0	Director



Washington State Transportation Improvement Board

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From 01/01/2008 to 02/29/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-851(002)-1	BRIDGEPORT	2008 WSDOT North Central Chip Seal	Bid Award	BA	57,200	0	Director
2-E-847(001)-1	CASHMERE	FY 2009 Overlay Project	Construction	DE CN	68,886	0	Director
2-E-930(001)-1	CLE ELUM	Overlay Project	Contract Completion	CC	77,095	882	Director
2-E-908(001)-1	COLTON	FY 2009 Seal Coat Project	Construction	DE CN	17,148	0	Director
2-E-894(001)-1	DEER PARK	FY 2009 Overlay Project	Construction	DE CN	50,872	0	Director
2-E-857(002)-1	ELECTRIC CITY	FY 2009 Seal Coat Project	Construction	DE CN	12,410	0	Director
2-E-911(002)-1	GARFIELD	2008 WSDOT Chip Seal	Construction	DE CN	21,307	207	Director
2-E-911(003)-1	GARFIELD	FY 2009 Overlay Project	Construction	DE CN	42,226	0	Director
2-E-860(001)-1	HARTLINE	FY 2009 Seal Coat Project	Construction	DE CN	14,709	0	Director
2-E-860(002)-1	HARTLINE	FY 2009 Sidewalk Maintenance Project	Construction	DE CN	25,489	0	Director
2-E-931(002)-1	KITTITAS	FY 2009 Overlay Project	Construction	DE CN	112,644	0	Director
2-E-913(001)-1	LAMONT	2008 WSDOT Chip Seal	Construction	DE CN	31,877	77	Director
2-E-852(002)-1	MANSFIELD	FY 2009 Overlay Project	Construction	DE CN	68,750	0	Director
2-W-956(002)-1	MCCLEARY	FY 2009 Sidewalk Maintenance Project	Construction	DE CN	92,037	0	Director
2-E-890(001)-1	METALINE	2008 WSDOT Chip Seal	Construction	DE CN	25,697	-8,703	Director
2-W-963(001)-1	NAPAVINE	FY 2009 Overlay Project	Contract Completion	CC	38,160	0	Director
2-E-892(001)-1	NEWPORT	2008 WSDOT Chip Seal	Construction	DE CN	61,101	3,201	Director
2-E-915(002)-1	OAKESDALE	FY 2009 Sidewalk Maintenance Project	Construction	DE CN	21,609	0	Director
2-E-872(001)-1	ODESSA	FY 2009 Seal Coat Project	Construction	DE CN	50,276	0	Director
2-E-881(002)-1	OKANOGAN	4th Avenue North Overlay Project	Audit	CC FV AD	90,829	15,829	Director
2-E-882(001)-1	OROVILLE	FY 2009 Overlay Project	Construction	DE CN	91,980	0	Director
2-E-916(002)-1	PALOUSE	2008 WSDOT Chip Seal	Construction	DE CN	23,572	-968	Director
2-E-873(001)-1	REARDAN	FY 2009 Sidewalk Maintenance Project	Construction	DE CN	16,300	0	Director
2-E-855(001)-1	REPUBLIC	FY 2009 Overlay Project	Construction	DE CN	94,000	0	Director
2-E-865(001)-1	SOAP LAKE	FY 2009 Overlay Project	Construction	DE CN	104,780	0	Director
2-E-865(002)-1	SOAP LAKE	FY 2009 Seal Coat Project	Construction	DE CN	55,433	0	Director
2-E-865(003)-1	SOAP LAKE	FY 2009 Sidewalk Maintenance Project	Construction	DE CN	91,467	0	Director
2-W-972(002)-1	SOUTH BEND	FY 2009 Seal Coat Project	Construction	DE CN	48,268	0	Director
2-E-925(001)-1	STARBUCK	FY 2009 Seal Coat Project	Construction	DE CN	28,330	0	Director
2-P-824(001)-1	SULTAN	FY 2009 Sidewalk Maintenance Project	Construction	DE CN	12,271	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-919(001)-1	TEKOA	FY 2009 Seal Coat Project	Construction	DE CN	45,934	0	Director
2-W-951(002)-1	YACOLT	FY 2009 Seal Coat Project	Construction	DE CN	27,374	0	Director
Total SCPP Change						10,523	
SP Program							
P-W-154(P03)-1	ANACORTES	Sunset Avenue	Audit	CC FV AD	150,000	0	Director
P-W-156(P03)-1	BELLINGHAM	Northshore Drive	Construction	DE CN	175,000	0	Director
P-P-125(P06)-1	BURIEN	Ambaum Blvd SW/S 156th St	Bid Award	BA	150,000	0	Director
P-E-849(P01)-1	ENTIAT	Olin, Ave, Kinzel Street, Cammack Street, Enliat Way & SR 97A	Construction	DE CN	241,434	0	Director
P-E-860(P02)-1	HARTLINE	Willard Street	Construction	DE CN	117,500	0	Director
P-E-903(P04)-1	KETTLE FALLS	SR 395	Withdrawn	WD	0	0	Director
P-W-956(P06)-1	MCCLEARY	Simpson Avenue	Construction	DE CN	94,489	0	Director
P-W-840(P02)-1	NOOKSACK	W 2nd Street/ W Madison Street	Bid Award	BA	117,500	0	Director
P-W-959(P01)-1	OCEAN SHORES	Canal Drive/Mt Olympus Ave	Audit	CC FV AD	100,000	0	Director
P-W-195(P03)-1	OLYMPIA	Division Street NW/4th Avenue NW	Bid Award	BA	150,000	0	Director
P-E-174(P02)-1	PASCO	Court Street	Audit	CC FV AD	231,000	0	Director
P-W-150(P02)-1	PORT ANGELES	16th Street (Phase I)	Construction	DE CN	175,000	0	Director
P-E-167(P03)-1	PULLMAN	Grand Avenue (SR 27)	Audit	CC FV AD	25,000	0	Director
P-E-167(P04)-1	PULLMAN	Bishop Boulevard	Construction	CN	24,300	0	Director
P-W-950(P01)-1	RIDGEFIELD	Division Street	Construction	DE CN	104,125	0	Director
P-P-814(P01)-1	ROY	SR 507	Bid Award	BA	294,039	16,737	Director
P-E-918(P01)-1	ST. JOHN	Bartholow, Front, Park & Nob Hill Streets	Construction	DE CN	166,500	0	Director
P-E-160(P02)-1	WENATCHEE	Orondo/Okanogan Avenues	Audit	CC FV AD	154,280	0	Director
P-W-960(P01)-1	WESTPORT	Ocean Avenue	Construction	DE CN	50,000	0	Director
Total SP Change						16,737	



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UAP Program							
8-2-159(011)-1	BURLINGTON	North Burlington Blvd	Construction	CN	2,609,229	668,740	Board
8-1-204(003)-1	COVINGTON	SE 256th Street	Audit	CC FV AD	2,792,200	101,865	Director
8-3-009(007)-1	EAST WENATCHEE	Rock Island Road	Bid Award	BA	749,070	97,705	Director
8-4-175(016)-1	ELLENSBURG	Dolanway Rd	Design	DE	248,527	0	Director
8-3-167(015)-1	PULLMAN	North Grand Avenue (SR 27)	Design	DE	135,000	0	Director
8-1-101(149)-1	SEATTLE	14th Avenue South	Construction	CN	1,209,766	0	Director
8-1-101(154)-1	SEATTLE	Elliott Avenue W/15th Avenue W	Bid Award	CN BA	3,374,861	0	Director
8-4-182(007)-1	SELAH	East Fremont Avenue	Design	DE	34,920	0	Director
8-1-142(009)-1	SNOHOMISH	2nd Street	Construction	CN	300,000	0	Director
8-3-032(062)-1	SPOKANE COUNTY	Bigelow Gulch/Forker Rd Connector - Sullivan Extension	Withdrawn	WD	941	-1,712,059	Director
8-3-032(063)-1	SPOKANE COUNTY	Freya Street	Design	DE	122,468	0	Director
8-1-128(088)-1	TACOMA	South Tacoma Way	Construction	CN	112,591	0	Director
8-1-116(008)-1	TUKWILA	S 144th St	Audit	CC FV AD	1,001,889	-14,111	Director
8-4-180(021)-1	YAKIMA	Washington Avenue	Design	DE	203,503	0	Director
8-4-039(022)-1	YAKIMA COUNTY	Selah Loop Road	Bid Award	CN BA	2,061,000	0	Director
Total UAP Change						-857,860	
UCP Program							
9-W-006(025)-1	CLARK COUNTY	NE 88th Street	Design	DE	0	0	Director
9-P-802(002)-1	DUVALL	Main Street (SR 203)	Construction	DE CN	3,035,000	0	Director
9-P-138(001)-2	EVERETT	112th Street	Audit	CC FV AD	2,497,740	0	Director
9-P-138(001)-8	EVERETT	112th Street	Contract Completion	CC	4,515,124	-1	Director
9-P-113(009)-1	FEDERAL WAY	S 348th Street HOV Lanes	Bid Award	BA	2,346,793	-392,207	Director
9-P-113(010)-1	FEDERAL WAY	South 356th Street	Design	DE	0	0	Director
9-W-197(006)-1	LACEY	Carpenter Road SE	Design	DE	1,320,000	0	Director
9-P-200(001)-1	NEWCASTLE	Coal Creek Parkway Phase 3	Withdrawn	WD	0	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2008 to 02/29/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
9-P-202(003)-1	SHORELINE	Aurora Avenue N (SR 99)	Design	DE	1,805,723	0	Director
9-E-165(011)-1	SPOKANE	Crestline Street (Design and RW Only)	Audit	CC AD	467,684	0	Director
9-E-208(001)-1	SPOKANE VALLEY	Broadway Avenue	Design	DE	666,399	0	Director
9-P-113(005)-2	TUKWILA	International Blvd Phase II (Design Only)	Audit	CC FV AD	630,158	-29,842	Director
9-E-181(003)-1	UNION GAP	Ahtanum Road	Audit	CC FV AD	1,242,047	-5,014	Director
9-W-184(010)-3	VANCOUVER	SE 192nd Avenue Corridor (Stage 3)	Audit	CC FV AD	6,575,322	385,292	Director
Total UCP Change						-41,772	

Total Change -375,400

PND - Pending CC - Contract Completion
PD - Pre-design FV - Final Voucher
DE - Design AD - Audit
CN - Construction WD - Withdrawn
BA - Bid Award

Monroe Street - E Poplar St to County Road 3 NW

Bid Award Phase Staff Review
FY 2008 Small City Arterial Program (SCAP)
TIB Project 6-E-854(002)-1

Board Meeting Date: March 28, 2008
Bid Award Date: Mar 2008

Existing Conditions

The existing two-lane roadway is narrow with a steep drop-off on both sides. The deteriorated roadway surface shows large areas of alligator cracking. There are no pedestrian facilities.

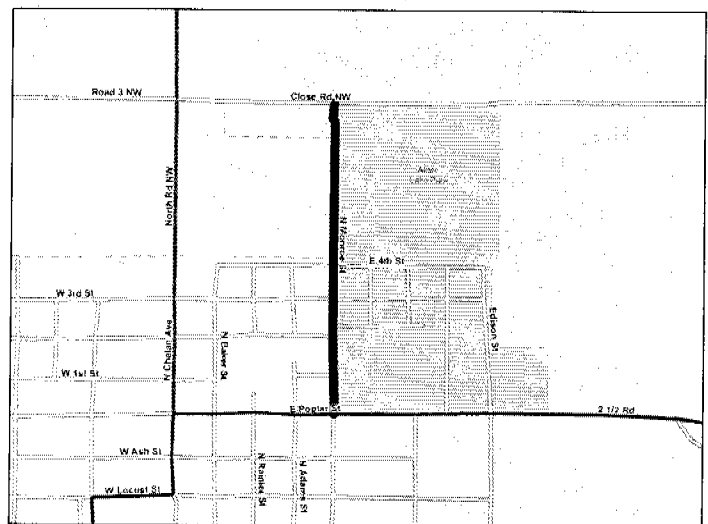
The project reconstructs Monroe Street adding a sidewalk along the west side and a storm water collection and treatment system. The city originally proposed a crosswalk with a flashing overhead beacon at the fairgrounds; however, due to increases in project cost, the flashing beacon was eliminated.

	Original	Increase	New Total
TIB Funding	\$471,625	\$197,150	\$668,775
Lead Agency Funding	24,823	10,377	35,200
Public Funding	0	0	0
Private Funding	0	0	0
Totals	\$496,448	\$207,527	\$703,975

The original cost estimate was prepared by Douglas County. The town of Waterville hired Erlandsen Engineers to design the project, and the consultant found several critical elements excluded in the original cost estimate.

Sidewalk	18,208	Catch Basins	19,400
Curb & Gutter	25,328	Seeding & Mulching	2,500
Pavement Marking	2,320	Monument Cases & Covers	3,200
Clearing & Grubbing	3,000		

The excluded items total \$73,956, which accounts for 25 percent of the cost increase. The remainder of the increase is due to higher than anticipated materials costs.



The bids opened on March 13, 2008. The low bid was \$207,527 above the original application amount. The city is requesting an increase in SCAP funds of \$197,150, which would allow them to award the contract.

Staff recommends approval of a \$197,150 increase, bringing the total TIB cost to \$668,775 in SCAP funds.

City of Bingen

Maple Street - SR-14 to South City Limits

Requested Increase

\$285,000

Increase Request Staff Review

FY 2007 Small City Arterial Program (SCAP)

TIB Project 6-E-934(004)-1

Board Meeting Date: March 28, 2008

Bid Award Target Date: Mar 2008

Project Information

Existing Conditions

The existing roadway and BNSF railroad crossings are in poor condition. There are no pedestrian facilities.

Proposed Improvements

This project reconstructs the roadway to provide two travel lanes with curb, gutter, and sidewalk along the east side. In addition, the BNSF railroad crossings will be reconstructed using concrete panel for the roadway and pedestrian crossings. The project scope includes illumination, storm drainage, and water quality improvements.

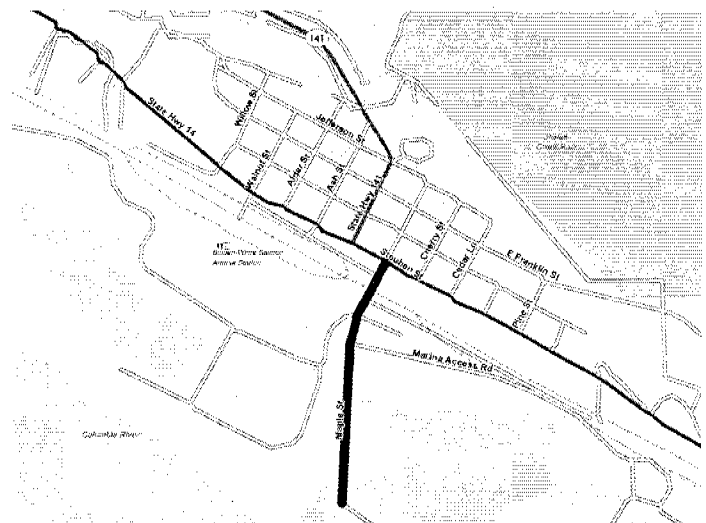
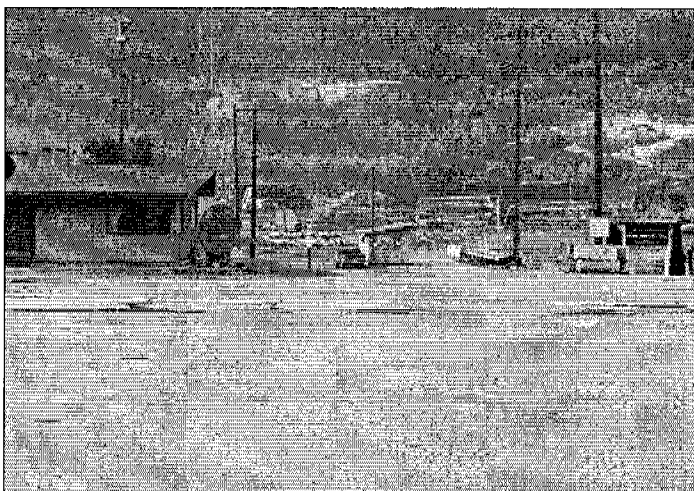
Funding Summary

	Original	Increase	New Total
TIB Funding	\$457,061	\$285,000	\$742,061
Lead Agency Funding	\$24,056	\$165,083	\$189,139
Public Funding	0	150,000	150,000
Private Funding	0	0	0
Totals	\$481,117	\$600,083	\$1,081,200

Discussion

This project has been bid and is ready to award. The funding short fall is \$600,083. The city has the ability to fund their share, but is unable to fund the total short fall. They are seeking funding from TIB and Klickitat County to fund the remainder of the shortfall.

The project cost has increased due to a change of railroad crossing material from asphalt to concrete and general increases in labor and material costs. BNSF had originally indicated the crossing material could be asphalt; however, BNSF indicated their policy had changed and all main line crossings must be constructed using concrete panels, including the pedestrian crossing. BNSF's current estimate to complete the work is \$519,000, an increase of \$411,000 over their original estimate. BNSF has indicated they will be able to rebuild the crossing this spring, which matches the construction schedule.



Recommendation

Staff recommends approval of a \$285,000 increase, bringing the total TIB cost to \$742,061 in SCAP funds.

City of Ilwaco

Brumbach Street - Spruce St to School St - East Side

Requested Increase
\$126,000

Bid Award Phase Staff Review

FY 2006 Small City Sidewalk Program (SC/SP)

TIB Project P-W-969(P03)-1

Board Meeting Date: March 28, 2008

Bid Award Target Date: Mar 2008

Project Information

Existing Conditions

The existing sidewalk in front of the school is cracked and broken. There are also missing segments of sidewalk along the route between the school and Spruce Street (SR 101).

Proposed Improvements

This project replaces the existing deteriorated sidewalk on the east side of Brumbach Street along the front of the school and extends it south to Spruce Street (SR 101).

Funding Summary

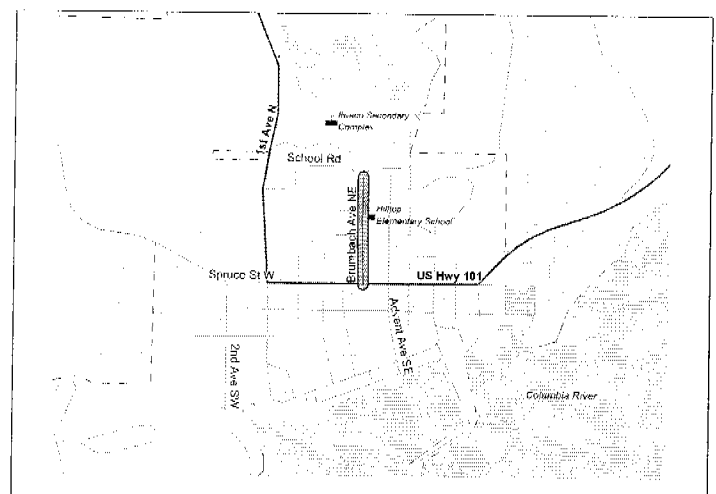
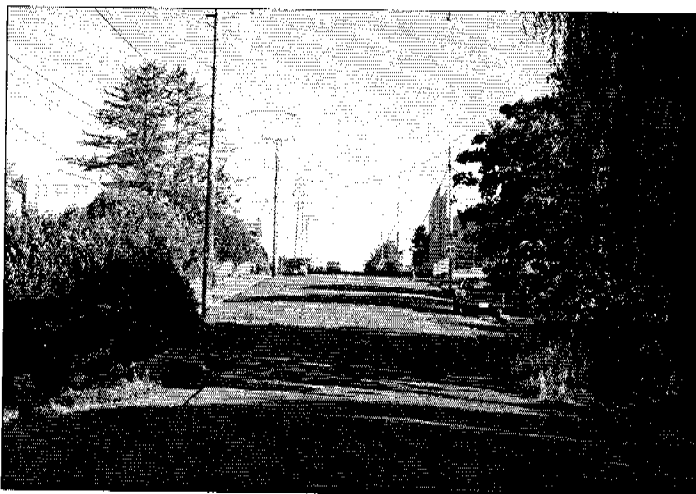
	Original	Increase	New Total
TIB Funding	\$100,000	\$126,000	\$226,000
Lead Agency Funding	57,113	0	57,113
Public Funding	0	0	0
Private Funding	0	0	0
Totals	\$157,113	\$126,000	\$283,113

Discussion

The city originally bid the project in May 2007, and received only one bid that was \$94,775 above the application amount. The city rejected the bid and re-bid in Spring 2008. The second time, the city received eight bids, with the lowest responsive bid \$96,125 above the application amount. The original application also assumed that city staff would handle contract administration and construction inspection. The complete turnover in city staff has resulted in a lack of experience in these areas and the city had to seek technical assistance from a consultant at a cost of about \$30,000. Ilwaco is a small city in Southwest Washington with a population of 1,040 and is unable to provide additional local match for the following reasons:

- The city's fire station was destroyed by fire in November 2006, and the majority of available local resources are being dedicated to replacement.
- Sanitary sewer system upgrades funded with a public works trust fund loan resulted in \$370,000 in additional city bond debt.

This project is critical to the city because it is one of the primary walking routes connecting all the school facilities to the central business district. This project will not be constructed without additional assistance from TIB. The maximum administrative increase for small city sidewalk projects is \$50,000. The city has requested an increase of \$126,000.



Recommendation

Staff recommends approval a \$126,000 increase, bringing the total TIB cost to \$226,000 in SP funds.



WAC Chapter 479-10
New Small City Pavement Preservation and Sidewalk Account
March 28, 2008

BACKGROUND

The following items are a summary of the proposed changes made by the Board during discussion at the January 24-25, 2008 meeting. The changes have been reviewed by the AAG, Elizabeth Lagerberg.

SECTION SUMMARY OF CHANGES

479-10-005 Purpose and authority

Added reference to RCW.

479-10-121 Types of street system treatments allowed under small city preservation program
Specified type of treatment in second paragraph, per board request.

479-10-122 Qualification for the small city preservation program – pavement condition

Change to the wording so the local agency may be responsible for conducting their own pavement condition rating, but TIB staff will conduct pavement condition ratings on a rotational basis so all PCR scores are updated every four years. (Schedule is on the dashboard under Small City Maintenance). If the city chooses to provide their own scores and there is a difference between the scores, then the ending score will have to be agreed to between the city and TIB staff.

479-10-130 Identification of funding requests for the small city preservation program

Added specific language that states **TIB staff** so it is not confused with local agency staff.

479-10-140 Project selection for the small city preservation program

Added language specifying "criteria listed in RCW 47.26.345."

479-10-150 Project phases for the small city preservation program

Wording changes to make it clear that there are three phases to the program. Application and treatment plans are required in the application phase. Design and construction phase changed wording to make it clear that TIB provides the documents for the agency to sign. TIB also maintains the Task Order Agreement which is a master agreement for pavement preservation work.

479-10-160 City matching funds or services for small city preservation program

This section was overhauled based on AG and Board comments as follows:

Added language: *The Board will consider a city's ability to provide matching funds or in-kind services when allocating funds under this program.* (per RCW 47.26.345)

New section added (new language is *italicized*):

3. Match is not expected or accepted if the construction services will be provided to the city by WSDOT.

4. All in-kind contributions must relate directly to the project and is limited to time, material, or real property donated to the agency to fulfill project requirements.

b. Changed wording from local agency to city force labor

In-kind match must be documented with labor reports, equipment reports, receipts, and/or citizen volunteer time with hourly rate (not to exceed \$15.00 per hour). Added in accepted rate per another agency that allows in-kind match (ECY) and addresses the markup rate for labor in calculating hourly rate.

Contributions of overhead, per diem, travel expenses, time spent at advisory groups or meetings, or time from individuals receiving compensation through the grant will not be accepted as in-kind match. This was a concern expressed by board members for the match requirement that the agency could count their costs which are already sunk costs.

479-10-200 Heading changed to: Intent of the city hardship assistance program

This section changed from a purpose and authority which is already addressed in WAC 479-10-005, into an intent statement for the program.

479-10-220 What routes are eligible for city hardship assistance program funds

Changed language to make sure that the reader would know that only certain routes are eligible for funding. Also removed reference 15. New routes that become eligible or current routes that become ineligible will be updated through WAC revisions.

479-10-230 How to request city hardship assistance program funds

Changed language to a letter of request because there is really no application.

479-10-240 Phases for city hardship assistance program

Changed first phase to application phase and included request letter.

479-10-250 through 270

Minor wording changes.

Chapter 479-10 WAC
Small City Pavement Preservation and Sidewalk Account

479-10-005	Purpose and authority.
479-10-011	Programs funded from the Small City Pavement Preservation and Sidewalk Account
479-10-100	Intent of the small city preservation program
479-10-110	Who is eligible for small city preservation program funds
479-10-120	Projects that are eligible for small city preservation program funds
479-10-121	Types of street system treatments allowed under small city preservation program
479-10-122	Qualification for the small city preservation program – pavement condition ratings
479-10-130	Identification of funding requests for the small city preservation program
479-10-140	Project selection for the small city preservation program
479-10-150	Project phases for the small city preservation program
479-10-160	Match requirement City matching funds or services for small city preservation program
479-10-200	Intent of the city hardship assistance program Intent of the city hardship assistance program Purpose and authority
479-10-210	Who is eligible for city hardship assistance program funds
479-10-220	What projects routes are eligible for city hardship assistance program funds
479-10-230	How to request city hardship assistance program funds
479-10-240	Phases for city hardship assistance program
479-10-250	Funding limitations for city hardship assistance program projects
479-10-260	No matching match is required for city hardship assistance program projects
479-10-270	Spending any residual amount of city hardship assistance program funds

WAC 479-10-005 Purpose and authority. The board adopts reasonable rules necessary to administer ~~implement~~ the small city pavement preservation and sidewalk account pursuant to RCW 47.26.340, ~~and~~ RCW 47.26.345 and RCW 47.26.164.

WAC 479-10-011 Programs funded from the small city pavement preservation and sidewalk account. The small city pavement preservation and sidewalk account funds both the small city preservation program and the city hardship assistance program.

WAC 479-10-100 Intent of the small city preservation program. The intent of the small city preservation program is to provide funding for small cities to provide proper pavement management and extend infrastructure longevity.

WAC 479-10-110 Who is eligible for small city preservation program funds. Agencies eligible to receive small city pavement program funding are incorporated cities with a population less than five thousand.

WAC 479-10-120 Projects that are eligible for small city preservation program funds. Eligible roadway and sidewalk projects are those that maintain, repair, and/or resurface the existing infrastructure that is municipally owned and appropriate under Article II Section 40, 18th Amendment of the WAC (3/19/082/28/082/19/08 3:11 PM ~~10:00 AM~~ 9:55 AM)

1 Washington State Constitution.

2 **WAC 479-10-121 Types of street system treatments allowed**
3 **under small city preservation program.** The type of treatment
4 will be based on the pavement condition rating, treatment types
5 available in the area, and concurrence by the local agency.
6 Treatments may include crack sealing, patching, ditching, chip
7 sealing, overlay, cold in place recycling of roadway, or other
8 treatment as deemed cost effective and/or necessary by TIB
9 staff.

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12 **WAC 479-10-122 Qualification for the small city**
13 **preservation program - pavement condition ratings.**

14 1) To qualify for funding in the current program year, a
15 city's pavement condition rating must be under-less than four
16 years old on or by the application date.

17 ~~For any small city cities with a population of five hundred~~
18 ~~or less, TIB staff will conduct update the pavement condition~~
19 ~~ratings on behalf of the city every four years.~~

20 2) ~~Every small city with a population over five hundred must~~
21 ~~may conduct its own pavement condition rating. For-However, for~~
22 ~~the cities' convenience, TIB staff will conduct all pavement~~
23 ~~condition ratings on a rotational basis every four years. If~~
24 ~~scores submitted by the city are different than TIB scores, the~~
25 ~~difference will be resolved through the TIB staff working with~~
26 ~~the city staff who submitted the scores. -TIB has discretion to~~
27 ~~conduct a pavement condition rating- cities with a population~~
28 ~~over five hundred, the agency may maintain their own~~
29 3) If city pavement scores are more than four years old, then
30 updates to those pavement condition scores will need to be
31 completed and submitted to TIB with the application.

32 ~~If the agency maintains their own data, (?) by June 1 of~~
33 ~~each year.~~

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35 **WAC 479-10-130 Identification of funding requests for the**
36 **small city preservation program.** To be considered for a project
37 under the small city preservation program, an eligible agency
38 may submit a funding application in response to either during a
39 standard TIB board-determined call for projects or be
40 identification and notificationed by TIB staff based on other
41 opportunities available in the area to decrease material or
42 labor costs associated with project delivery.

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45 **WAC 479-10-140 Project selection for the small city**
46 **preservation program.** Projects may be selected by the board or
47 the executive director based on need, and-economy of scale
48 opportunities, and criteria listed in RCW 47.26.345. Additional
49 ~~projects may be selected by the executive director under the~~
50 ~~authorities granted in 479-01-060.~~

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WAC (3/19/082/28/082/19/08 3:11 PM10:00 AM9:55 AM)

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2 **WAC 479-10-150 Project phases for the small city**
3 **preservation program.** Small city preservation projects will
4 have three following phases. Each phase will require specific
5 documentation as described below and each phase must be approved
6 before the applicant agency is eligible to receive the related
7 funding:

8 1. Application Initiation phase - The city shall submit an
9 Application form as well as ~~through normal call for project~~
10 ~~procedure or executive director selection process~~ will need to
11 include documentation showing route and treatment plan.

12 2. Design and Construction phase- TIB will provide documents
13 for the city to sign and return. The city must submit the
14 following agreements where utilized ~~Documents that must be~~
15 ~~received prior to phase approval:~~

16 (1a) Fuel tax agreement (except if services are provided by
17 WSDOT). ~~or~~

18 (b) WSDOT Task Order Agreement

19 (2b) Rights of Entry Agreement (if applicable)

20 (3c) Consultant agreement (if applicable)

21 If pavement services will be provided through WSDOT, TIB will
22 maintain the Task Order Agreement and subsequent amendments.

23 3. Project closeout phase - All necessary Project cost
24 documentation must be received prior to final payment.

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27 **WAC 479-10-160 ~~Match requirement~~ City matching funds or**
28 **services for small city preservation program.** The Board will
29 consider a city's ability to provide matching funds or in-kind
30 services when allocating funds under this program. Cash or in-
31 kind match may be provided by the local agency in the form of:

32 1. Cash match based on ability to contribute:

33 a. If the city assessed valuation is greater than five
34 hundred million, a match of ten percent will be
35 contributed.

36 b. If the city assessed valuation is from one hundred
37 million to five hundred million, a five percent
38 match will be contributed.

39 2. If the city assessed valuation is under one hundred
40 million, no cash match is necessary.

41 3. Match is not expected or accepted if the construction
42 services will be provided to the city by WSDOT.

43 ~~e. Match is not required if the services are provided~~
44 ~~by WSDOT.~~

45 ~~2-4.~~ All in-kind contributions must relate directly to the
46 project and are limited to time, material, or real
47 property donated to the agency to fulfill project
48 requirements. In-kind match may include:

49 a. Community involvement including volunteer
50 participation.

51 b. ~~Local agency~~ City force labor, materials, and/or

equipment (excluding costs incurred for qualification in 479-10-122 or application for funds).

c. Other street beautification

d.

e.

d. ~~All~~ In-kind match must be documented with labor reports, equipment reports, receipts, and/or citizen volunteer time and with hourly rate (not to exceed \$15.00 per hour). documentation, and/or receipts.

e. Contributions of overhead, per diem, travel expenses, time spent at advisory groups or meetings, or time from individuals receiving compensation through the grant will not be accepted as in-kind match.

WAC 479-10-200 Intent of the city hardship assistance program Purpose and authority ^(E111). ~~The board adopts reasonable rules necessary to implement the city hardship assistance program pursuant to RCW 47.26.164. The city hardship assistance program provides rehabilitation and maintenance funds for eligible routes pursuant to RCW 47.26.164. Intent of the city hardship assistance program. The city hardship assistance program provides maintenance funds for eligible routes.~~

479-10-210 Who is eligible for city hardship assistance program funds. Eligible cities ~~agencies~~ are those with a population of 20,000 or less with a net gain in cost responsibility due to a road jurisdictional transfer.

WAC 479-10-220 What projects routes are eligible for city hardship assistance program funds. ~~Eligible projects are ones that maintain~~ The following routes are eligible to receive city hardship assistance funds for maintenance: and segments:

1. Clarkston, Old SR 128, 0.13 Miles, SR 12 to Poplar Street;
2. Kelso, Old SR 431, 0.90 Miles, SR 5 to Cowlitz Way; Old I-5, 1.20 Miles, north end of Coweeman River Bridge to 2,480 feet south of Haussler Road and those sections of Kelso Drive, Minor Road, Grade Street and Kelso Avenue referred to in the memorandum of understanding for this turn back, approximately 2.7 miles;
3. Leavenworth, Old SR 209, 0.11 Miles, SR 2 to 260 feet north of Fir Street;
4. Milton, Old SR 514, 2.46 Miles, Junction SR 99 to 50 feet west of SR 161;
5. Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of Lincoln Street to 8th Avenue West;
6. Pomeroy, Old SR 128, 0.72 Miles, SR 12 to 2,690 feet south of Arlington Avenue;
7. Sequim, Washington Avenue - Simdars Rd to Sunnyside Ave &

- 1 3rd Ave to 9th Ave;
2 8. Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad
3 Avenue;
4 9. Stanwood, Old SR 530, 1.59 Miles, 790 feet north of 86th
5 Drive NW to 740 feet northwest of 72nd Avenue NW;
6 10. Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet
7 northwest of Sixth Street;
8 11. Toppenish, Old SR 220, 0.27 Miles, Junction SR 22 to 630
9 feet east of Linden Road;
10 12. Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to
11 1,840 feet south of SR 506;
12 13. Washougal, Old SR 140, 0.70 Miles, SR 14 to west end of
13 Washougal River Bridge;
14 14. Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet
15 south of Olequa Creek Bridge.
16 ~~14. Other cities that meet the requirements in 479-10-210 on or~~
17 ~~after January 1, 1991.~~
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20 **WAC 479-10-230 How to request city hardship assistance**
21 **program funds.** To request funding for eligible routes, the city
22 should submit a letter of application including the a treatment
23 plan and cost estimate for the project. The request will be due
24 by August 31st of each the year prior to treatment, unless
25 otherwise authorized by the executive director.
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28 **WAC 479-10-240 Phases for city hardship assistance**
29 **program.** City hardship assistance program projects will have
30 the following phases:
31 1. Initiation Application phase - Letter of application
32 including based on the treatment plan and cost estimate
33 submitted by under WAC 479-10-230.
34 2. Design and Construction phase- Documents that must be
35 received prior to phase approval:
36 (1) Fuel tax agreement or WSDOT Task Order Agreement
37 (2) Consultant agreement (if applicable)
38 3. Project closeout phase - Project cost documentation must be
39 received prior to final payment.
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42 **WAC 479-10-250 Funding limitations for city hardship**
43 **assistance program projects.** Funding is to be used for
44 maintenance and rehabilitation of existing facilities and not
45 for adding additional capacity or facilities.
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48 **WAC 479-12-260 No match is required for city hardship**
49 **assistance program projects.** There is no local agency matching
50 funds requirement for city hardship assistance program funded
51 projects.

WAC (3/19/082/28/082/19/08 3:11 PM10:00 AM9:55 AM)

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3 WAC 479-10-270 Spending any residual amount of city
4 | **hardship assistance program funds.** Any residual funds remaining
5 at the end of the biennium will be used for the small city
6 preservation program projects.

Chapter 479-10 WAC
Small City Pavement Preservation and Sidewalk Account

479-10-005	Purpose and authority.
479-10-011	Programs funded from the Small City Pavement Preservation and Sidewalk Account
479-10-100	Intent of the small city preservation program
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WAC 479-10-005 Purpose and authority. The board adopts reasonable rules necessary to administer the small city pavement preservation and sidewalk account pursuant to RCW 47.26.340, RCW 47.26.345 and RCW 47.26.164.

WAC 479-10-011 Programs funded from the small city pavement preservation and sidewalk account. The small city pavement preservation and sidewalk account funds both the small city preservation program and the city hardship assistance program.

WAC 479-10-100 Intent of the small city preservation program. The intent of the small city preservation program is to provide funding for small cities to provide proper pavement management and extend infrastructure longevity.

WAC 479-10-110 Who is eligible for small city preservation program funds. Agencies eligible to receive small city pavement program funding are incorporated cities with a population less than five thousand.

WAC 479-10-120 Projects that are eligible for small city preservation program funds. Eligible roadway and sidewalk projects are those that maintain, repair, and/or resurface the existing infrastructure that is municipally owned and appropriate under Article II Section 40, 18th Amendment of the WAC (3/19/08 3:24 PM)

1 Washington State Constitution.

2 **WAC 479-10-121 Types of street system treatments allowed**
3 **under small city preservation program.** The type of treatment
4 will be based on the pavement condition rating, treatment types
5 available in the area, and concurrence by the local agency.
6 Treatments may include crack sealing, patching, ditching, chip
7 sealing, overlay, cold in place recycling of roadway, or other
8 treatment as deemed cost effective and/or necessary by TIB
9 staff.

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12 **WAC 479-10-122 Qualification for the small city**
13 **preservation program - pavement condition ratings.**

14 1) To qualify for funding in the current program year, a
15 city's pavement condition rating must be less than four years
16 old on or by the application date.

17 2) Every small city may conduct its own pavement condition
18 rating. However, for the cities' convenience, TIB staff will
19 conduct all pavement condition ratings on a rotational basis
20 every four years. If scores submitted by the city are different
21 than TIB scores, the difference will be resolved through the TIB
22 staff working with the city staff who submitted the scores.

23 3) If city pavement scores are more than four years old, then
24 updates to those pavement condition scores will need to be
25 completed and submitted to TIB with the application.

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27 **WAC 479-10-130 Identification of funding requests for the**
28 **small city preservation program.** To be considered for a project
29 under the small city preservation program, an eligible agency
30 may submit a funding application in response to either a
31 standard TIB call for projects or identification and
32 notification by TIB staff based on other opportunities available
33 in the area to decrease material or labor costs associated with
34 project delivery.

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37 **WAC 479-10-140 Project selection for the small city**
38 **preservation program.** Projects may be selected by the board or
39 the executive director based on need, economy of scale
40 opportunities, and criteria listed in RCW 47.26.345.

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43 **WAC 479-10-150 Project phases for the small city**
44 **preservation program.** Small city preservation projects will
45 have three phases. Each phase will require specific
46 documentation as described below and each phase must be approved
47 before the applicant agency is eligible to receive the related
48 funding:

- 49 1. Application phase - The city shall submit an application
50 form as well as documentation showing route and treatment plan.
51 2. Design and Construction phase- TIB will provide documents

WAC (3/19/08 3:24 PM)

1 for the city to sign and return. The city must submit the
2 following agreements where utilized:
3 (a) Fuel tax agreement (except if services are provided by
4 WSDOT).
5 (b)
6 (b) Rights of Entry Agreement (if applicable)
7 (c) Consultant agreement (if applicable)
8 If pavement services will be provided through WSDOT, TIB will
9 maintain the Task Order Agreement and subsequent amendments.
10 3. Project closeout phase - All necessary project cost
11 documentation must be received prior to final payment.
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14 **WAC 479-10-160 City matching funds or services for small**
15 **city preservation program.** The Board will consider a city's
16 ability to provide matching funds or in-kind services when
17 allocating funds under this program. Cash or in-kind match may
18 be provided by the local agency in the form of:

- 19 1. Cash match based on ability to contribute:
 - 20 a. If the city assessed valuation is greater than five
21 hundred million, a match of ten percent will be
22 contributed.
 - 23 b. If the city assessed valuation is from one hundred
24 million to five hundred million, a five percent
25 match will be contributed.
- 26 2. If the city assessed valuation is under one hundred
27 million, no cash match is necessary.
- 28 3. Match is not expected or accepted if the construction
29 services will be provided to the city by WSDOT.
- 30 4. All in-kind contributions must relate directly to the
31 project and are limited to time, material, or real
32 property donated to the agency to fulfill project
33 requirements. In-kind match may include:
 - 34 a. Community involvement including volunteer
35 participation.
 - 36 b. City force labor, materials, and/or equipment
37 (excluding costs incurred for qualification in 479-
38 10-122 or application for funds).
 - 39 c. Other street beautification
 - 40 d. In-kind match must be documented with labor reports,
41 equipment reports, receipts, and/or citizen
42 volunteer time with hourly rate (not to exceed
43 \$15.00 per hour)..
 - 44 e. Contributions of overhead, per diem, travel
45 expenses, time spent at advisory groups or meetings,
46 or time from individuals receiving compensation
47 through the grant will not be accepted as in-kind
48 match.

49
50 **WAC 479-10-200 Intent of the city hardship assistance**
51 **program.** The city hardship assistance program provides

1 rehabilitation and maintenance funds for eligible routes
2 pursuant to RCW 47.26.164.

3
4 **479-10-210 Who is eligible for city hardship assistance**
5 **program funds.** Eligible cities are those with a population of
6 20,000 or less with a net gain in cost responsibility due to a
7 road jurisdictional transfer.
8
9

10 **WAC 479-10-220 What routes are eligible for city**
11 **hardship assistance program funds.** The following routes are
12 eligible to receive city hardship assistance funds for
13 maintenance:

- 14 1. Clarkston, Old SR 128, 0.13 Miles, SR 12 to Poplar Street;
- 15 2. Kelso, Old SR 431, 0.90 Miles, SR 5 to Cowlitz Way; Old I-
16 5, 1.20 Miles, north end of Coweeman River Bridge to 2,480
17 feet south of Haussler Road and those sections of Kelso
18 Drive, Minor Road, Grade Street and Kelso Avenue referred
19 to in the memorandum of understanding for this turn back,
20 approximately 2.7 miles;
- 21 3. Leavenworth, Old SR 209, 0.11 Miles, SR 2 to 260 feet
22 north of Fir Street;
- 23 4. Milton, Old SR 514, 2.46 Miles, Junction SR 99 to 50 feet
24 west of SR 161;
- 25 5. Napavine, Old SR 603, 0.79 Miles, 810 feet southwest of
26 Lincoln Street to 8th Avenue West;
- 27 6. Pomeroy, Old SR 128, 0.72 Miles, SR 12 to 2,690 feet south
28 of Arlington Avenue;
- 29 7. Sequim, Washington Avenue - Simdars Rd to Sunnyside Ave &
30 3rd Ave to 9th Ave;
- 31 8. Skykomish, Old SR 2 Spur, 0.16 Miles, SR 2 to Railroad
32 Avenue;
- 33 9. Stanwood, Old SR 530, 1.59 Miles, 790 feet north of 86th
34 Drive NW to 740 feet northwest of 72nd Avenue NW;
- 35 10. Toledo, Old SR 505, 0.12 Miles, Fifth Street to 210 feet
36 northwest of Sixth Street;
- 37 11. Toppenish, Old SR 220, 0.27 Miles, Junction SR 22 to 630
38 feet east of Linden Road;
- 39 12. Vader, Old SR 411, 0.25 Miles, 520 feet south of SR 506 to
40 1,840 feet south of SR 506;
- 41 13. Washougal, Old SR 140, 0.70 Miles, SR 14 to west end of
42 Washougal River Bridge;
- 43 14. Winlock, Old SR 603, 0.61 Miles, Walnut Street to 160 feet
44 south of Olequa Creek Bridge.
45
46

47 **WAC 479-10-230 How to request city hardship assistance**
48 **program funds.** To request funding for eligible routes, the city
49 should submit a letter of application including a treatment plan
50 and cost estimate for the project. The request will be due by
51 August 31st of the year prior to treatment, unless otherwise

1 authorized by the executive director.
2
3

4 **WAC 479-10-240 Phases for city hardship assistance**
5 **program.** City hardship assistance program projects will have
6 the following phases:

7 1. Application phase - Letter of application including the
8 treatment plan and cost estimate submitted under WAC 479-10-230.

9 2. Design and Construction phase- Documents that must be
10 received prior to phase approval:

11 (1) Fuel tax agreement or WSDOT Task Order Agreement

12 (2) Consultant agreement (if applicable)

13 3. Project closeout phase - Project cost documentation must be
14 received prior to final payment.
15
16

17 **WAC 479-10-250 Funding limitations for city hardship**
18 **assistance program projects.** Funding is to be used for
19 maintenance and rehabilitation of existing facilities and not
20 for adding additional capacity or facilities.
21
22

23 **WAC 479-12-260 No match is required for city hardship**
24 **assistance program projects.** There is no local agency matching
25 funds requirement for city hardship assistance program projects.
26
27

28 **WAC 479-10-270 Spending any residual amount of city**
29 **hardship assistance program funds.** Any residual funds remaining
30 at the end of the biennium will be used for the small city
31 preservation program projects.



State of Washington
Transportation Improvement Board

WAC 479-05-040 Value Engineering Study Requirements
Additional Language
March 28, 2008

BACKGROUND

With the change to the WAC for Value Engineering (VE) Study Requirement, there was still an outstanding issue of how does the agency know that they have completed the process.

Previously, TIB staff sent a letter to the agency to confirm that the VE Study process was completed. Language in the letter stated that accepted and/or rejected recommendations are evaluated when any funding increase or scope change request is made. Any policy statement should be included as a WAC rule and not only a component within correspondence.

STATUS

TIB engineers review the VE study including the recommendation report and response by the agency. Staff recommends the following wording change (in italics):

A value engineering study is required for urban projects with total cost exceeding two and one-half million dollars or when determined by the executive director to be in the best interest of the project.

The value engineering study requirement is completed when the local agency submits the recommendation report to TIB. TIB may consider what recommendations are accepted or rejected when evaluating any funding increase or scope change request.

ACTION

Staff recommends the approval of this language change to add the clause in the WAC 479-05-040 Value Engineering Study Requirements. This change would be made through the expedited rule making capacity.

WAC 479-05-040 Value engineering study requirements. A value engineering study is required for urban projects with total cost exceeding two and one-half million dollars or when determined by the executive director to be in the best interest of the project.

The value engineering study requirement is completed when the local agency submits the recommendation report to TIB. TIB may consider what recommendations are accepted or rejected when evaluating any funding increase or scope change request.

[Statutory Authority: Chapter 47.26 RCW. 07-18-050, § 479-05-040, filed 8/30/07, effective 9/30/07. Statutory Authority: Chapters 47.26 and 47.66 RCW. 99-24-038, § 479-05-040, filed 11/23/99, effective 12/24/99.]



State of Washington
Transportation Improvement Board

Proposal of Criteria Changes for Urban Programs

March 28, 2008

BACKGROUND

At the January meeting, the board reviewed and commented on the proposed sustainability criteria. Staff sent out the proposed changes to TIB customers for comment. Most comments were favorable to the changes and some comments offered enhanced suggestions for the criteria. Comments received are attached.

A major concern expressed in the meeting was how staff would verify that sustainability measures made in the application were actually included in the project design and construction. Staff will address this issue by reviewing design elements at bid authorization as we currently do with other components of the project. By doing this, it makes the sustainability project elements subject to the scope change requirements found in WAC 479-05-052 (Project Modification and Scope Change).

PROPOSED SUSTAINABILITY CRITERIA CHANGES BASED ON PUBLIC COMMENT

The following changes to the initial sustainability criteria are proposed based on customer comments:

- Sidewalk wider than 8 feet (1 point) was changed to - Sidewalk wider than minimum (5 ft) (0 to 3 points)
- Added - Planter strip (3 ft minimum) (3 points) to separate sidewalk from travel lanes
- Added - Hardscaping or climate appropriate plantings (1 point)
- Added - Emerging technologies (0 to 3 points) in both energy and environmental categories

The proposed criteria are designed to be relatively easy to obtain. This supports the policy goal of encouraging customers to consider a range of sustainability measures appropriate to their project and locale, without forcing any particular measure on the customer. The maximum category points may be obtained by including recycled materials, low energy lighting, and bike lanes; measures that could be implemented anywhere in the state.

Summary of Points

UAP criteria	Original points	Proposed points
Safety	50	45
Mobility	20	20
Pavement Condition	15	15
Sustainability Mode Accessibility	10	15
Local Support	5	5
Total	100	100

UCP criteria	Original points	Proposed points
Local Support	30	30
Mobility	35	30
Growth and Development	15	15
Sustainability Mode Accessibility	10	15
Safety	10	10
Total	100	100

PROPOSED CRITERIA CHANGES TO OTHER URBAN PROGRAM CRITERIA

In finalizing changes to include the sustainability criteria, staff identified issues with existing criteria that need to be addressed:

1. Accident points are difficult to obtain because cost factors are out of date. In addition, Kathleen Davis noted that state policy in Target Zero should be addressed.
 - Staff propose updating accident cost calculations from the 1997 level to the 2007 level using the Consumer Price Index (CPI).
 - Staff also propose to include more ways to achieve accident points when corrective measures address specific goals in Target Zero.
2. Points for improving Level of Service (LOS) are nearly impossible to obtain unless congestion is already acute.
 - Staff propose to offer points for improving LOS throughout the range instead of only between LOS F to LOS C.
3. The legislative directive in RCW is 47.26.282 (Land Use) should have been addressed in both UCP and UAP programs after the 2002 session, not only UCP, as was done.
 - For the UAP program only staff propose to add points for projects that improve access into or within the central business district or a designated activity center (0 to 3).
 - Staff also propose to add points for a project that improves circulation within the central business district or a designated activity center (0 to 2).

RECOMMENDATION

Adoption of the proposed criteria changes for implementation in the next call for projects.

SUSTAINABILITY CRITERIA COMMENTS FROM CUSTOMERS

Name John Akers

Comments You have done a nice job of thinking this through and identifying an implementation method that seems appropriate. Unfortunately this is going to become a point game that may or may not have a positive impact on the environment. Loading a project to achieve points may actually have a negative environmental effect. Although none of us like to be told what to do, it might be better to mandate sustainable construction processes, material, and recycling within the program. Investment in bike lanes and bike racks that no one uses might be better spent on the added cost of in place recycle or imported recycled material. I also suspect you will find wide variation in availability of technology, material, and contractor expertise within regions. One agency may be able to meet and obtain points simply because they have local sustainable opportunity more advanced than another competing community in the same region.

In any event, I'm confident you will come up with a reasonable approach to the legislature's environmental directive, and we will all adapt to whatever decision is made. Thanks for the opportunity to comment

Name Steve Clark

Comments We support the "sustainability" criteria, which is also a goal of our City.

Name Katherine Miller

Comments Implement Low Impact Development / Natural Drainage Practices (e.g., ecology embankment, permeable pavement) on-site to address 25% to 75% of all project impervious surfaces. Does this criteria meet the sole source aquifer protection requirements for disposing of storm water runoff containing pollutants?

Name Dick Fondahn

Comments The proposed change to add sustainability is a positive step forward. However, it appears that since 10 of the 15 points for this new category come from the old multimodal category that we are mostly doing a name swap to the newest buzz word. I am also concerned that public transportation participation might not be as highly valued because some may argue that transit is not sustainable due to its use of fossil fuels and generation of green house gases. That being said, it is still a step in the right direction to consider sustainability.

Name Douglas Bramlette

Comments Reducing points from excess width is a good move, excess width promotes more speed and cost to a project. Replacing mode accessibility with sustainability for recycling efforts is good however the HOV lanes may not be to any advantage to agencies on the east side of the state. Has any consideration been given to roundabouts for increasing safety, reducing injuries and reduced maintenance costs? Thank you for the opportunity to comment.

Name Thera Black
Comments The intent is good and supportive of on-going efforts at the local and state levels. Thanks for tackling this. One big thing that jumps out at me is the seeming lack of support for roundabouts in the criteria. They use less energy than LED signals (and keep working during power outages!), reduce emissions resulting from idling, offer safer crossing opportunities for pedestrians, provide increased vegetative options, as well as provide lots of mobility and safety benefits for vehicles when appropriately applied. I've been meaning to ask about this but especially in light of the sustainability intent it seems like an oversight. Another thought - transit signal priority as a component on a transit trunk or primary route would provide multi-modal benefit. And a signal interconnect project that improves traffic flow / safety on an arterial supports a sustainable street program on several different levels. And yet another - give agencies credit for installing and marking bike-sensitive loop detectors at signals. Looking forward to seeing how this turns out.

Name Tom Gut
Comments Thanks for the opportunity to provide some input. I have some concern about providing up to 3 points for LED street lights. There are some intensity and uniformity issues that may require more poles than conventional lights to avoid dark spots. A quick scan at apwa.net indicates that LED's as street lights are still being tested and not widely accepted by municipalities, yet.

Regarding vegetated areas, is there any thought to consider increasing the 3% landscaping cap on vegetated areas that are utilized for sustainability?

Otherwise, generally, we try to incorporate, where possible, many of the measures outlined in the proposed criteria.

Name Salima Nagji
Comments I think this is a great idea. The criteria established would be very beneficial in promoting sustainability.

I plan to participate in the APWA Sustainability Committee which in the process of being established.

I think we need to look at the adaptability and durability of the projects as well. I am not really sure how you address life cycle savings during the grant application phase.

Name Christina Mudgett
Comments The proposed criteria will work for Pierce County. It looks like all appropriate areas have been covered in the criteria and in the rating schedule.

Name Dale Robins
Comments On the positive side, this criteria will likely encourage many agencies to use better sustainability practices.

On the other hand, it is too easy to say yes to these practices in the grant process and receive the points. How will TIB ensure that agencies actually deliver. Most of these

sustainability criteria are a design or bid level decision.

The Sustainability Criteria will become a non factor with most, if not all, projects receiving the 15 point maximum.

Name Sharon Griffin

Comments King County supports adding criteria for sustainability and many of the proposed measures will work for King County. Our comments are as follows: 1. Will there be a mechanism for highlighting innovative approaches outside what is listed? 2. Will the criteria be updated periodically in order to provide differential scoring ability and to capture new emerging technologies/concepts? 3. Would roundabouts be appropriate in the energy category, especially where existing traffic signals are being eliminated? 4. In addition to vegetated areas left undisturbed, would it be appropriate to consider landscaping design for low-maintenance, no irrigation, etc.? Thank you for asking for input.

Name Bob Giberson

Comments At first I was skeptical. However, I think we can make these work after looking at the breakdown of the 15 points max between modal, energy, environment and recycling. It appears that we could score at least 3 points in each of these subcategories without too much extra effort. We are already looking at bike facilities, LEDs, Low Impact Development, on-site reuse, etc.

Name Tiffin Goodman

Comments The City of Auburn supports the proposed changes.

Name Tim Osborne

Comments I didn't select a region as we have offices in each of the three geographical areas. We assist cities in the preparation of grants including cost estimates in all regions. Some agencies may benefit from your criteria simply because they are located in areas of permeable soils. Others may submit applications indicating they will use pervious pavement, LID's etc. and reap additional points sufficient to get selected over their competition, only to find the subsurface materials aren't adequate (found during geotechnical investigation) and therefore can't accomplish what their grant application stated. Numerous agencies will essentially be penalized by not having permeable soils and therefore don't score sufficient points in the application process. LID's are great in the right location, but are not possible in all locations due to site constraints, topography, hydraulic constraints, and/or unsuitable soil conditions. It may appear to some local agencies, that despite your best intentions, the TIB desires to promote (fund) those projects where such can be employed (particularly if it ends up to be the 1 or 2 point difference between the funded and unfunded projects). The desire to employ such methods could in fact result in the exact opposite, and destabilize roads or adjacent properties. I'd suggest that you be very careful in unintentionally compromising an agency's score by giving points to only those communities or projects that enjoy permeable soils. Many of these communities already employ LID's and permeable pavement because it is safe, efficient, and/or economical for them to do so. Perhaps you can instead rate projects WITHOUT this feature - permeable pavement, porous

concrete, LID's, etc. and as an incentive to use same when possible, provide additional funds or less local participation (same difference) if they can utilize these features. Just my thoughts. Thanks for letting me comment.

Name Kirk Holmes

Comments Requiring wider sidewalks for added pedestrian/non-motorized movements equals more impervious surfaces to manage run-off. I am not seeing any benefits to increasing scores to build wider roads and sidewalks as that seems to be defeating the purpose. I love the concepts and encourage the criteria changes proposed, with the previous comments. Less pervious is better, even on sidewalks!

Name Phil Wuest

Comments These measures will work, but the sustainability category is skewed too heavily toward non-transportation components. In Vancouver, we strive to build "complete streets" that serve all modes and users, this includes completing connections in both on and off-street systems, and for auto, transit, freight, and non-motorized modes. Additionally, it is of primary importance that the city roadways we build or rebuild, fit into the fabric of our existing urban neighborhoods-- also an important sustainability goal. It appears that the potential to earn points under the category is limited, even if the facility is a top-rated multi-modal facility-- for example 8+ foot sidewalks & gap closure on a bike lane. I like the emphasis on green or sustainable streets, but feels that within that category, there should be more opportunity to score points for mode options, relative to the sustainable point-scoring options. You could consider the addition of enhanced pedestrian crossing treatments, mid-block pedestrian crossings where appropriate, inclusion of "bike boxes" or blue bike lanes at intersections, inclusion of pedestrian signal head count-down timers, and those sorts of things that all really help to create streets and communities that are truly multi-modal in character. Thanks for the opportunity to comment.

Name Theresa Turpin

Comments Educate motorists on sharing the road with bicycles and motorcycles, respecting bike lanes by not PARKING in the bike lanes, and when driving give bicyclists space, their life literally depends on it.

Also bike trails are targets for vandalism, some of the fencing along the Scott Picerson Trail in Tacoma has been the target of vandalism - resulting in negative impacts to the bikes and peds using the trails. INSTITUTE cooperation between agencies (WSDOT and locals) to help maintain separated paved bike and ped routes.

Name Amy Patton

Comments The City of Seattle whole-heartedly supports the TIB's proposal to add Sustainability criteria. In particular the elimination of safety points for widening is a welcome change. We'd like the TIB to consider taking points from other categories other than Mode Accessibility, if possible to include the Sustainability points. Thank you for the opportunity to comment.

Name Jim Seitz
Comments I believe the changes will work for us, given that HOV lanes, bike lanes etc...With [sic] still provide points. So in a sense this is just a name change but will hopefully get us all focused on the issue or [sic] sustainability in transportation.

Name David Perlick
Comments I think this is an idea whose time has come and I commend TIB for responding to the need. I think your criteria looks great for a first attempt. Obviously this is a rapidly evolving area and I think you are going to have to be flexible in including new strategies and techniques.

One idea I would suggest is to include more scoring criteria related to ITS, such as traffic signal interconnection and adaptive signal control technology.

Another suggestion, give a point or two to agencies that have a state recognized CTR demand management program. This area can be a huge sustainability benefit and is not recognized enough in the Public Works arena (in my opinion).

Final idea, could you include a flexible couple of points for new techniques and technology that can be clearly explained and the benefits quantified? I know you shy away from subjectivity but in this case it might help encourage development of new "best practices".

Thanks very much for the opportunity to comment!

Name Jay Eaton
Comments I think the sustainability category is a good idea. Do have a concern with the criteria for LED Street Lighting. I'm assuming there will be very limited product availability and I'm also not (yet) convinced it's really the right way to go. (LED Signals are fine). Others likely have more information on this.

In any case Tumwater should be able to include components of this category in its applications.

Name Steve M. Worley, P.E.
Comments Modal measures: Would like to see more weight given to bike parking facilities and less to HOV system. Cities outside of the Puget Sound are less likely to add HOV lanes but we'd like to enhance our bike system.

How about points for adding transit shelters?

"Completes gap in bicycle route" – Must the route be identified in an adopted bike plan? Almost every street is open to bike travel so how is a "route" identified? Is the gap completed by widening the street, adding striped lanes, etc? More clarification is needed.

"Install sidewalk 8 feet or wider" – Could see this next to a school or in an a high commercial - residential area. But in areas with low density residential it seems like an unnecessary increase in impervious surface. Also, doesn't this defeat the "smaller

footprint" goal?

Energy: "Replace or Install new LED street lighting throughout project" – This is a great idea but the technology is really new and there hasn't been a lot of testing. Where would the specifications come from?

"Replace or Install new LED traffic signals throughout project" - Most cities do this on a larger scale using utility rebates, but may be used by those who haven't started a program yet. Can we get points if the LEDs are installed already?

Solar panels need more points if the goal is to get them added to projects.

Environmental: Need more points for trees. Both keeping existing trees and adding new. There should be more points for providing landscaped medians rather than continuous TWLTLs. This reduces the impervious surface again and adds vegetation.

Landscaping that doesn't require mowing. See example in Boulder, CO with water-wise landscaping.

http://www.ci.boulder.co.us/index.php?option=com_content&task=view&id=295&Itemid=1206#WWL

Could there be additional points for combination bus/bike lanes?

Name	John Nordquist
Comments	<ol style="list-style-type: none">1. These measures will work for Redmond.2. UAP & UCP Criteria: Increase proposed Sustainability Category from 15 to 20 pts.3. UAP Criteria: Reduce pavement condition from 15 to 10 pts.4. UCP Criteria: Reduce mobility from 30 to 25 pts.5. Modal Measures Category (Use 10 pts.)5a. Adds HOV lanes in each direction (increase from 2 to 4 pts.)6. Energy/Environmental/Recycling (Use 10 pts.)7. Environmental category: 7a. Change wording from "Eliminate" to "Reduce" water detention through low impact.8. Recycling category: 8a. On-site reuse of subsurface material: Definition of subsurface material? crushed rock or?8b. Use of subsurface material (hauled in) & Use of organic material (hauled in): Are these recycled materials? <p>Thanks for offering us the opportunity to comment on the proposed TIB criteria changes.</p>

Name	Jen Benn
Comments	<p>The City of Bellevue applauds TIB for making sustainability a practice rather than an exception on state funded projects. We support the decision to reduce the points for pavement width and mobility to appropriately weight this new category.</p> <p>We suggest also reducing points available for Recycling and restoring points for Sidewalks. The city follows state specifications related to the use of recycled materials on projects, but we may not know exactly which materials or approach will be used</p>

until we are well into preliminary design. Therefore, these items become more about intent than planned implementation, which makes it less useful as an evaluation tool.

As for the sidewalks, while wide sidewalks provide protection and encourage people to walk they also add to the impervious surface. The old standard of 1 point for each foot greater than 5 feet, up to 3 points, provides agencies the flexibility to make the best decisions for their network and still be able to earn some points for sidewalk width.

In the course of talking to Greg Armstrong, we learned that some items, such as Transit routes, were moved to other categories. For future updates, it would be helpful context to have the full criteria available with changes highlighted.

Name	Fran Eide
Comments	<p>I believe these measures will work in our agency. Olympia has been incorporating narrower overall cross sections into our standards and have been developing the use of pervious materials in our projects, including sidewalks and most recently, bike lanes. We continue to look for ways to design and construct sustainable solutions to our infrastructure needs. In the Environmental area, you might consider use points for use of materials other than PVC i.e. for storm drainage pipe.</p> <p>The fact that TIB will be considering these measures as a part of the scoring criteria is commendable and is even more incentive to jurisdictions to work towards sustainable solutions. I applaud your efforts!</p>

Name	John Mulkey
Comments	<p>Under modal measures you are putting a lot of points towards bike routes in the right of way. You have already stated that you would penalize for wide lanes as taking up too much area, but you want to add ten foot multi modal paths or 5 foot bike lanes. Although promoting use of bikes is a good idea, these two items go against each other as one you want to reduce the paved area but want to add to it for bicycles. In Federal Way we have separate paved paths throughout the City managed by our parks department that act as alternate routes that allow bicyclists a safe alternative to streets. These don't cover the whole city but allow for access from many areas within the City and get to the main points people need to get to. For the amount of bikes that would use these routes compared to the amount of extra impervious pavement I don't know if it is an equal tradeoff. If ridership is not going to be increased enough to offset the increase in pavement I don't believe the benefit is there. IT may work in downtown where the density makes it more effective but I don't think it would be as effective in the suburbs. Our corridors are not the safest areas for bicycles (SR 99 40-50 mph)so we are providing alternate routes so not a good fit for us.</p> <p>Under Energy the LED is good, except we've already done this on most of our lights due to the cost savings. We won't see any points but some places might as they are a good idea. As far as solar powered facilities I think they are good for things like school zones, where it doesn't run all the time but I don't know about the rest and I'm no expert anyway.</p> <p>The Environmental issues all look good to me. We have parts of our city using drought resistant plants along the planters. As far as the LID issues these are good also. The only issues I would see coming up is in local acceptance of these as treatments, so some LID's might not be available for some agencies.</p>

The recycling items all seem easy to do and implement. The basic issue I would think about is if these are feasible across the board for agencies or if they would favor one place over another. Some cities may be able to implement these items better than others.

Name	Maryanne Zukowski
Comments	<p>Energy</p> <p>Replace or Install new LED street lighting throughout project 0 to 3</p> <p>Replace or Install new LED traffic signals throughout project 0 to 2</p> <p>Install solar power panels or other on-site power generation technology to support facilities in the road ROW 1</p> <p>Greg, I got a HSS grant for Mountlake Terracc because there also is a SAFETY component in here for maintenacce and sight to ppeople. Call mc if or if you want to see the old approve grant let me know. I got the countermeasure factor from TRB research.</p> <p>Recycling</p> <p>On-site reuse of pavement 3</p> <p>On-site reuse of subsurface material 3</p> <p>On-site reuse of organic material 1</p> <p>On-site reuse of other materials 0 to 3</p> <p>Usc of recycled pavement (hauled in) 2</p> <p>Use of subsurface material (hauled in) 1</p> <p>Use of organic material (hauled in) 1</p> <p>Use of other recycled products (bollards, street furniture, etc.) 0 to 2</p> <p>Greg, this may be a cost and availability issue once the grant is awarded for a construction contract. We can get quotes for availability and price for the engincers estimate, but typically that will not hold that long. I think the point scores may be too high unless you have away of verifying at the time of grant that this is feasible</p>

Name	Chad Coles
Comments	<p>In your proposed Sustainability Category under environmental you suggest 3 points for eliminating water detention through low impact development/natural drainage practices. I am not sure of the connection between detention ponding and environmental impact. This sort of system can be used as water quality treatment and can be a benefit to ground water quality. It does not seem that drainable pavements could provide this benefit.</p> <p>By not considering this sort of treatment benefit you could be discouraging a better solution.</p>

Name	Scott Egger
Comments	<p>Following are questions/comments regarding proposed UAP/UCP Sustainability category from the City of Lacey.</p> <p>ENERGY: Regarding installation of new LED Street Lighting throughout project: This is a direction that agencies want to go as soon as the technology is proven and competitive. Agencies such as Spokane and Lacey have already converted to LED "traffic signals" because they realize the benefit of the energy savings. Industry experts</p>

say LED "Street Lighting" is still 1-2 years away from being fully developed with proven reliability and to the point that it is cost competitive. Inserting points for this item at this time is acceptable as long as we recognize that there is a time lag between funding applications and construction of 3-4 years and that full scale replacement or installation of LED Street Lighting is still a couple years away awaiting maturity of the technology.

RECYCLING: Regarding points for re-use of organic materials:

Please consider deleting points for this item. Organic material used in landscaping and for trail surfaces is a low cost item. The contractor may or may not chip and process the organic material on site therefore it seems that verification would be required and the effort to monitor and verify the source is probably not cost effective.

GENERAL QUESTION/CONSIDERATION:

How will an approved funding package be impacted if an item that received points during the scoring process is eliminated or changed? For example what is the impact to the funding package if a Value Engineering study recommends eliminating an HOV Lane that was proposed and received points, or if a cement treated base process was proposed for utilizing on-site subsurface material but soil testing during the design phase determines this not to be an acceptable option due to shallow bedrock or another reason?

Thanks for the opportunity to submit questions and comments!

Name	Hal Thomas
Comments	These measures will help support moves toward more sustainable practices, however in lesser populated areas such as the eastern region, the products and contractor capability to execute these practices may not be available for a competitive price.

Name	Steve Plummer - City of Kennewick
Comments	Overall, these are positive changes. Obviously things like HOV lanes are a consideration in very few eastern WA communities and gives those few who might consider them a small advantage in a regional competition, but we do understand the importance for western WA.

We suggest that part of sustainability and being good stewards should include preservation of the existing system as a component. A project that includes preservation of an existing portion of the system eliminates waste, eliminates the energy used for waste haul, and reuses materials in place without disturbing them in many cases. Frequently a simple overlay presents opportunities for channelization revisions that improve capacity and provide for bicyclists. Granted a purely overlay project will not compete well in the other categories, but perhaps in conjunction with an adjacent widening project it could become viable.

Under the environmental category, a recognition that subsurface infiltration facilities achieve the goals of LID/Natural drainage practices would be appropriate.

We appreciate the opportunity to comment and look forward to working with TIB staff during implementation. Please feel free to contact me should you have questions or need clarification.

Name Lee Haro
Comments The changes look very good in that they recognize additional ways that sustainability/environmental goals can be achieved through transportation projects and, by awarding grant points, will encourage agencies to incorporate these measures into their projects. The new grant-scoring items appear reasonable to include into projects and the points proposed for these measures seem right.

Name Robert Desgrosellier

Comments In general, I have no problem with your removing points from categories as you propose. However, when setting up the new Sustainability Category please take into account my comments below:

Modal Measures: As far as for municipalities, such as Yakima, HOV and Transit-only lanes or prioritized signals for transit would not even be feasible. Non-motorized access to Park & Ride, may be something we could score on. (But it really sounds great for the Puget Sound area or for the DOT to each compete with themselves on this one. Do mid-sized cities have HOV lanes on standard arterials such as through Yakima?)

Completing a gap in a bicycle route again would not be very feasible although we have a bike route system. This sure opens the competitive door to a new area we don't have experience with. Proposing wider r/way and streets for pathways is expensive for non-tax-paying vehicles. Bike-parking facilities? Sounds like an applicant could arbitrarily add a bike-parking facility without need, rhyme or reason just to get points.

Wider sidewalks are a good idea, but again there is quite an expense and I don't think sidewalks less than 8 feet in width are a deterrent to using the sidewalk. Are you trying to encourage a mix of bikes and pedestrian on an 8 foot concrete sidewalk?

A buffer area, is a good idea, but it would again be an expensive addition and time consuming to pursue r/way as well. As before, I don't think sidewalks without a buffer are a deterrent to using the sidewalk.

Energy: These ideas in general are good and seem reasonable and competitive

Environmental: We already utilize low impact drainage facilities in many of our new projects. The grassy swales still have an irrigation system added to the site, further pressing our domestic water supply as there is the need to irrigate our swales. Placing trees and other non-grass vegetation would also be a good theory, but in practice they also have to be irrigated to establish them and then prove themselves to be drought-resistant or we would continually replace them.

What natural drainages? Impervious surfaces are good, but are we suppose to develop private property and private parking lots with impervious pavement for our drainage systems? Undisturbed vegetated areas? Native plantings? We are in a desert. We have to irrigate and cultivate "native" plantings and other selected vegetation to keep cheat grass from taking over. Eastern Washington climate does not play well with my understanding of your list of items in the environmental category.

Recycling: We already recycle pavement and subsurface material where feasible, so that is competitive. Organic material? Our project sites generally have none to recycle; we could import organic material but we very rarely have a need for organic material. Other on-site material reuse? Like what? Roadway furniture with recycled materials? I assume this is for new items with post-consumer waste? If so, this could be

competitive. However, we generally have projects with very few amenities. Sign posts maybe?

*** Overall, I understand that the environmental area could be addressed and promoted with projects that will be more environmentally friendly. However, without an increase in TIB funds statewide or in particular for Eastern Washington, I see this as a detriment to aid the mid-sized or smaller cities with average or below average capital budgets.

Name Bethany Wolbrecht-Dunn and Kirk McKinley

Comments Here are the City of Shoreline's comments on the proposed criteria changes.
Thank you!

1. For the UCP - the change in mode accessibility points to sustainability points is helpful to less urban or suburban cities (like Shoreline) due to out lack of proximity to a port of train facility. The category maintains points for components that help both mode and sustainability (like HOV or non-motorized transportation).

2. Concerns. Mostly around the use of recycled goods. Does WSDOT allow the re-use of pavement on state routes (like 99)? How do we factor in the cost to maintain recycled products - and still maintain a quality? Lack of availability of ADA recycled products (street furniture)? Impact of recycled goods on the "appearance" of the corridor and, therefore, the impact on economic development (what is developers baulk at this)?

Name Dan Brewer

Comments Steve/Greg:
We like to idea of adding the sustainability category. The point system will allow some projects without extensive mobility elements to compete better based on sustainability elements.

Name John Davis

Comments Clark County supports the initiative to develop sustainability criteria. We are currently practicing or have tried many of the proposed items. Below are brief comments and several questions that need to be clarified prior to adoption.

Modal Measures

Completes gap in HOV System - Clark County will not score points in this category. We do not currently have an HOV system in place. Portions of I-5 were previously established as HOV lanes, but removed by WSDOT in 2005.

Adds HOV lanes in both directions - This criteria is from existing Mode Accessibility criteria. Clark County will not score points in this category. We do not currently have an HOV system in place. Portions of I-5 were previously established as HOV lanes, but removed by WSDOT in 2005.

Adds queue jump or transit only lane - Clark County will not score points in this category. This criteria is focused on areas with greater populations located within a downtown setting. We do not currently have these types of areas with the county's jurisdiction. Based on current road use we do not warrant transit only facilities.

Improve non-motorized access to Park & Ride and/or transit facilities --This criteria is

from existing Mode Accessibility criteria. Clark County is coordinating with CTRAN to improve access to park & Ride facilities or transit facilities with proposed projects.

Completes gap in Bicycle Route - Does the bicycle route need to be included in an adopted plan?

Construct 10-foot multi-use path or 5-foot bike lanes in roadway right of way - Can a 10-foot multi-use path also receive points for a sidewalk 8 feet or wider?

Install sidewalk 8 feet or wider - One goal of sustainable streets is to reduce right-of-way needs for surface water ponds. However, based on Clark County current design standards, an 8-foot sidewalk will require purchase of additional right of way. In addition, can a 10-foot wide sidewalk also receive points for a 10-foot multi-use path?

Install pervious buffer area 3 foot or greater between sidewalk and curb/edge of road - Can rain gardens be constructed within this 3 foot buffer to meet the environmental requirements to reduce surface water detention requirements?

Energy

Replace or Install new LED street lighting throughout project - It is our understanding that WSDOT doesn't currently specify LED street light. This product will be utilized as soon as the WSDOT approves them.

Replace or Install new LED traffic signals throughout project - Federal regulations mandate LED bulbs be installed with new traffic signals (Energy Policy Act of 2005). Therefore, should points be awarded for Do we also receive points for improving intersections which currently have LED traffic signals?

Install solar power panels or other on-site power generation technology to support facilities in the road ROW - Clark County installed solar power panels on previous projects to supply power an intersection. However, our experience was not been pleasant. Due to our latitude it was determined that 40 deep cell marine batteries were required to maintain power to the intersection year round. Deep cell marine batteries have a life span of about 5-years. The maintenance and replacement of these facilities were determined to be more expensive and potentially environmentally damaging (i.e. disposing/ replacing 40 deep cell marine batteries, equipment to annual maintain panel and housing) than traditional power. In addition, the solar panels were stolen.

If this criterion is approved, we need further guidance to determine how much energy is required to "support" these facilities? Could panels be installed without batteries and only provide support during summer months? Or is the goal to construct a self-sustaining intersection without any additional power source?

Environmental

Eliminate water detention through Low Impact Development /Natural Drainage Practices -The elimination of storm water detention facilities through LID's and Natural Drainage Practices may be achieved in areas that have good infiltration rates or in areas that storm water can be dispersed onto adjacent properties. In Urban Clark County these storm water management techniques are generally not feasible. Most of urban Clark County contains Hillsboro soils that do not infiltrate. Therefore, storm water detention must be utilized to control storm water quantity. In addition, dispersion is a method not commonly used on urban streets. The limited ROW and adjacent land-uses do not promote this method of storm water control.

Implement Low Impact Development / Natural Drainage Practices (e.g., ecology embankment, permeable pavement) on-site to address 25% to 75% of all project

impervious surfaces - LID design standards can vary between jurisdictions. The design standards TIB is requiring should be clearly identified in the criteria.

Vegetated areas left undisturbed, or compost-amended soil with native plantings - Clark County can accomplish one of these options in most cases.

Recycling

Many of these construction elements focusing on utilizing recycled materials are feasible in Clark County, and we are currently utilizing them in our projects.

Name	Rory Cameron
Comments	<p>thank you for the opportunity to comment on the criteria changes and point system. We at the City of Issaquah have the following comments: the modal section of scoring:</p> <ul style="list-style-type: none">• "improved non-motorized access to Park & Ride..." should have a score reading higher than 1• There should be a line for improving non-motorized access to schools• The item for constructing 10-foot multi use path or 5 foot bike lane should be separated, and the 10-foot given 1 point, and the 5-foot bike lane given 2 points• The item "install sidewalk 8 feet or wider" should be eliminated IF the 10-foot multi-use path and 5-foot bike lane are separated.• The replace of install new LED street lights is of no use. While manufacturers are exploring this, both lighting suppliers and PSE are not carrying the product. We have no way of designing a project to meet lighting standards, since we don't have a product to design to.• The scoring regarding "improved non-motorized access to Park & Ride and/or transit facilities", Complete gap in bicycle route", and "Install more than one bike parking facility along project(multiple bike racks)" should be Clearer, and rewards for non-SOV modes are needed.

Environmental Section

- The replace of install new LED street lights is of no use. While manufacturers are exploring this, both lighting suppliers and PSE are not carrying the product. We have no way of designing a project to meet lighting standards, since we don't have a product to design to.
- The Environmental criteria need better definition and clearer criteria. Low Impact Drainage(LID) should be emphasized more, especially infiltration because that is the main objective of LID. A high weighting should be given to retrofitting existing road areas with water quality and detention; current standards largely exempt retrofitting. The "ecology embankment" is not LID, and is feasible only on interstate highways with extremely wide right-of-ways. Native vegetation of right-of-way fringes should be identified, along with removal of unnecessary impervious surfaces. Recycling: I don't think that reuse of dirt or other foundation materials should be considered recycling, and I don't see this as a sustainability issue worth pursuing. Specifications for embankments typically don't allow much latitude on using being creative with reuse of onsite materials (cost economics would readily make it happen if it were feasible). Recycling of concrete is already common due to high landfill costs.

Thanks again for giving us the opportunity to comment on the new criteria!

UAP/UCP SUSTAINABILITY (15 MAX)

Modal Measures

Completes gap in HOV System	3
Adds HOV lanes in each direction	2
Adds Queue Jump or Transit Only Lane	1
Improve non-motorized access Park & Ride and/or Transit facilities	1
Completes gap in Bicycle Route	3
Extends Bicycle Route	0 to 2
Construct 10-foot separated path or 5-foot bike lanes	2
Install more than one bike parking facility along project (multiple bike racks)	1
Sidewalk wider than TIB minimum (5 ft)	0 to 3
Planter Strip (3 foot minimum)	3

Energy

Replace or Install new LED street lighting throughout project	0 to 3
Replace or Install new LED traffic signals throughout project	0 to 2
Install Solar Power Panels or other on-site power generation technology to support facilities in the road right of way	1
Emerging Technologies	0 to 3

Environmental

Eliminate water detention through Low Impact Development (LID)/Natural Drainage Practices	3
Implement Low Impact Development (LID)/Natural Drainage Practices (NDP) (e.g., ecology embankment, permeable pavement) on-site to address 25% to 75% of all project impervious surfaces.	0 to 3
Hardscaping or climate appropriate plantings	1
Vegetated areas left undisturbed, or compost-amended soil with native plantings.	1
Emerging Technologies	0 to 3

Recycling

On-site reuse of pavement	3
On-site reuse of subsurface material	3
On-site reuse of organic material	1
On-site reuse of other materials	0 to 3
Use of recycled pavement (hauled in)	2
Use of recycled subsurface material (hauled in)	1
Use of recycled organic material (hauled in)	1
Use of other recycled products (bollards, street furniture, etc.)	0 to 2

THRESHOLD REQUIREMENTS

Eligible Agencies

- ▶ Incorporated Cities over 5,000 population
- ▶ Incorporated Cities under 5,000 population located in Federal Urban Area
- ▶ Counties with a Federal Urban Area or GMA within their boundary

Local Match

	<u>OFM Roadway Valuations</u>	<u>Minimum</u>
<u>City</u>	Under 1 billion	10 percent
	1 billion to 2.5 billion	15 percent
	Over 2.5 billion	20 percent
<u>County</u>	Under 3 billion	10 percent
	3 billion to 10 billion	15 percent
	Over 10 billion	20 percent

Federal Functional Classification

Designated as *Urban Principal*, *Urban Minor Arterial* or *Urban Collector*

Project Limits

Located within Federal Urban Area

Sidewalk

Required on **both** sides of roadway
Must meet ADA-minimum guidelines
Minimum width 5 feet clear
Hard, smooth surface
Accepted Separation: Curb in most cases

The Board will determine if project is consistent with RCW 47.26.282 *Land Use Implications*

Projects are not eligible to compete for TIB funding within the limits of a previously-funded TIB project for a period of ten years from contract completion

Project CostsEligible

- Project work within approved project scope
- Drainage necessitated by the project improvements
- Right of way necessary for project
- Signalization meeting MUTCD warrants
- Illumination
- Landscaping & Aesthetics (3% of total eligible cost)
- Sound Walls in accordance with TIB rules
- Cultural Resources Assessment
- Retaining walls necessitated by project
- Utility Relocations
 - Must be necessitated by project
 - If utility is agency owned, relocation cost **may** be eligible

Ineligible

- Work outside the approved project scope
- Relocation of utilities not owned by the agency
- Utility upgrades
- Work outside the urban area or urban growth boundary
- Agency standards beyond LAG City/County standards

PROJECT SELECTION CRITERIA**SAFETY**

Maximum Points

45

Accident History & Potential (35 max)

Correctable accident history 0 to 25

Implement State Policy Goals 0 to 20

Provides Access Management (5 max)

Add non-traversable median greater than 50% of project length 3

Add c-curb at intersections or less than 50% of project length 1

Reduce Access Points 2

Eliminate Existing At-Grade Crossing 2

MOBILITY**20**

Level of Service (10 max) 0 to 10

Truck Route (T-1 to T-3) 1 to 3

Traffic Signal Interconnection 1

Network Development (5 max)

Extends improvements 3

Completes a gap 5

New network connection 0 to 5

Peak Hour Buses

1 pt for each 2 Buses 0 to 3

Access Improvements

Improve Access to CBD or Activity Center 0 to 3

Improve Network or Circulation within CBD or Activity Center 0 to 2

Improves Access to Freight Facility 0 to 3

PAVEMENT CONDITION**15**

Visual Inspection of Existing Pavement (15 max)

Pavement Ratings less than 70 0 to 15

New Route (10 max) 10

Rehabilitation Projects (7 max) 7

Sidewalk Condition 0 to 5

SUSTAINABILITY		Maximum Points
		15
Modal Measures		
Completes gap in HOV system	3	
Adds HOV Lane each direction	2	
Adds Queue Jump or Transit Only Lane	1	
Improve non-motorized access to Park & Ride or Transit Center	1	
Completes gap in Bicycle Route	3	
Extends Bicycle Route		
Construct 10-foot separated path or two 5-foot striped lanes	2	
Install more than one bike parking facility along the project (multiple bike racks)	1	
Sidewalk wider than TIB minimum (5 ft)	0 to 3	
Planter Strip (3 foot minimum)	3	
Energy Measures		
Replace or Install new LED street lights throughout the project	0 to 3	
Replace or Install new LED Traffic Signal throughout the project	0 to 2	
Install Solar Power Panels or on-site power generation technology to support facilities in the road right of way	1	
Emerging Technologies	0 to 3	
Environmental Measures		
Eliminate water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 100% of all project impervious surfaces	3	
Reduce water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 25% to 75% of all project impervious surfaces	0 to 3	
Vegetated areas left undisturbed, or compost-amend soil with native plantings	1	
Hardscaping or climate appropriate plantings	1	
Emerging Technologies	0 to 3	
Recycling Measures		
On-site reuse of pavement	3	
On-site reuse of subsurface material	3	
On-site reuse of organic material	1	
On-site reuse of other materials	0 to 3	
Use of recycled pavement (hauled in)	2	

Use of recycled subsurface materials	1
Use of recycled organic materials (hauled in)	1
Use of other recycled products	0 to 2

		Maximum Points
LOCAL SUPPORT		5
Local Match (4 max)	0 to 4	
Previously Completed Work (3 max)		
<i>Must be complete at time of application</i>		
Environmental Permits Approved	1	
PS & E Package Complete	1	
Right of Way Acquisition Complete	1	
MAXIMUM RATING		100

THRESHOLD REQUIREMENTS

Eligible Agencies

- Incorporated Cities over 5,000 population
- Counties with a Federal Urban Area or GMA within their boundary
- Transportation Benefit Districts

Local Match*

	<u>OFM Roadway Valuations</u>	<u>Minimum</u>
<u>City</u>	Under 1 billion	10 percent
	1 billion to 2.5 billion	15 percent
	Over 2.5 billion	20 percent
<u>County</u>	Under 3 billion	10 percent
	3 billion to 10 billion	15 percent
	Over 10 billion	20 percent

**Revised with adoption of Graduated Local Match WAC*

Funding Partners

Signed letter of commitment required

Federal Functional Classification

Designated as *Urban Principal, Urban Minor Arterial* or *Urban Collector*

Project Limits

Located within or connected to Urban Area

Sidewalk

Required on **both** sides of roadway

Minimum width 5 feet clear with ADA compliant curb ramps

Hard, smooth surface

Accepted Separation: Curb in most cases

The Board will determine if project is consistent with RCW 47.26.282 *Land Use Implications*

Projects are not eligible to compete for TIB funding within the limits of a previously-funded TIB project for a period of ten years from contract completion

Eligible Project Costs

- Project work within approved project scope
- Drainage necessitated by the project improvements
- Right of way necessary for project
- Signalization meeting MUTCD warrants
- Illumination
- Landscaping & Aesthetics (*Maximum of 3% of total eligible cost*)
- Retaining walls necessitated by project
- Cultural Resources Assessment
- Sound Walls in accordance with TIB rules
- Utility Relocations
 - Must be necessitated by project
 - If utility is agency owned, relocation cost **may** be eligible

Ineligible Project Costs

- Work outside the approved project scope
- Utility upgrades
- Relocation of utilities not owned by the agency
- Work outside the urban area or urban growth boundary
- Agency standards beyond LAG City/County standards

PROJECT SELECTION CRITERIA**LOCAL SUPPORT**

Maximum Points

Matching Funds (25 max)**30**

Lead Agency Funding	0 to 5
1 pt per 1%	
Overmatch Funding	0 to 10
1 pt per 2% above Minimum Local Match	
Private Partner Funding	0 to 10
1 pt per 1%	

Previously Completed Work (5 max)*Must be complete at time of application*

Environmental Permits Approved	1
PS & E Package Complete	2
Right of Way Acquisition Complete	2

MOBILITY**30**

Level of Service	0 to 10
Truck Route (T-1 to T-3)	0 to 3
Traffic Signal Interconnection	1

Network Development (15 max)

Extends improvements	0 to 5
Completes Gap	5 to 10
Completes Corridor	10 to 15
New network connection	5 to 10
Create or Improve Freight Facility Access	0 to 5

High Occupancy Transportation Improvements (5 max)

Peak Hour Buses	0 to 3
1 pt per 2 Buses	
Improves access to Park & Ride or Passenger Terminal	0 to 2

GROWTH & DEVELOPMENT**15****New or Existing Activity Center (15 max)**

Provides or improves access to CBD or designated Activity Center	0 to 10
Increases in Permitted Employment Center Square Footage	0 to 5
Increases Permitted Residential Density	0 to 5
Eliminates Concurrency Violation or Transportation Moratorium	0 to 5
Joint City/County-funded Application within Annexation Area	3
Project is in an Annexation Area	1

Maximum Points

SUSTAINABILITY**15****Modal Measures**

Completes gap in HOV system	3
Adds HOV Lane each direction	2
Adds Queue Jump or Transit Only Lane	1
Improve non-motorized access to Park & Ride or Transit Center	1
Completes gap in Bicycle Route	3
Extends Bicycle Route	
Construct 10-foot separated path or two 5-foot striped lanes	2
Install more than one bike parking facility along the project (multiple bike racks)	1
Sidewalk wider than TIB minimum (5 ft)	0 to 3
Planter Strip (3 foot minimum)	3

Energy Measures

Replace or Install new LED street lights throughout the project	0 to 3
Replace or Install new LED Traffic Signal throughout the project	0 to 2
Install Solar Power Panels or on-site power generation technology to support facilities in the road right of way	1
Emerging Technologies	0 to 3

Environmental Measures

Eliminate water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 100% of all project impervious surfaces	3
Reduce water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 25% to 75% of all project impervious surfaces	0 to 3
Vegetated areas left undisturbed, or compost-amend soil with native plantings	1
Hardscaping or climate appropriate plantings	1
Emerging Technologies	0 to 3

Recycling Measures

On-site reuse of pavement	3
On-site reuse of subsurface material	3
On-site reuse of organic material	1
On-site reuse of other materials	0 to 3

Use of recycled pavement (hauled in)	2
Use of recycled subsurface materials	1
Use of recycled organic materials (hauled in)	1
Use of other recycled products	0 to 2